

Jeff Clemons
Chairman

John Bullard
County Administrator

Cullman County

COMMISSION

Kerry Watson
Associate Commissioner, Place 1

Garry Marchman
Associate Commissioner, Place 2

March 1, 2021

RECEIVED

MAR 03 2021

10:12 am

COMMUNITY SVCS

Alabama Department of Economic and Community Affairs
ATTN: LaToya Edwards, Recreation and Conservation Programs Specialist
P.O. Box 5960
Montgomery, AL 36103-5690

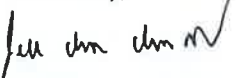
**RE: Cullman County Commission
FY 2021 Recreational Trails Program Application**

Dear Ms. Edwards,

On behalf of the Cullman County Commission, I'm pleased to submit this FY 2021 Recreational Trails Program (RTP) grant application for trail improvements at Stony Lonesome OHV Park. The proposed project includes 12,672 LF of trail rehabilitation, replacing two bridges, kiosks/radios, reflective signage, and solar lights to improve safety and enhance the experience for the 35,000 – 40,000 annual users of this unique park. Also, the proposed project includes two pieces of equipment that will be extremely valuable to our staff for trail maintenance in the future. The \$500,000 in requested funds will be invaluable in addressing these needs identified by the park patrons, sponsors, and staff. The total project cost is \$752,019.76, and the Cullman County Commission has committed to local match in the amount of \$252,019.76, which is over the required 20%.

Thank you in advance for your consideration of our proposed project for Stony Lonesome OHV Park. If you have any questions or require additional information, please do not hesitate to call me at (256) 775-4878.

Sincerely,



Jeff "Clem" Clemons, Chairman
Cullman County Commission

ADECA

KAY IVEY
GOVERNOR

KENNETH W. BOSWELL
DIRECTOR

RECREATIONAL TRAILS PROGRAM FY 2021 FUNDING CYCLE

CULLMAN COUNTY COMMISSION STONY LONESOME OHV PARK TRAIL IMPROVEMENTS

MARCH 1, 2021

401 Adams Avenue | Post Office Box 5690
Montgomery, Alabama 36104 | 36103-5690

APPLICATION CHECKLIST

Please use this checklist to ensure all required application documents are included prior to submitting to ADECA. **Incomplete applications will not be processed.**

Letter on entity letterhead signed by the Chief Elected Official	X
Application Cover Sheet (Page 9)	X
Resolution adopted by the legal entity of the applicant authorizing the submission of the application and committing all matching funds required to complete the proposed project	X
A narrative description of the proposed project and responses to each of the application rating criterion (Pages 10-13)	X
Project Cost Estimate (Page 14)	X
Detailed Project Budget with Descriptive Narrative	X
Schedule of project activities necessary for project completion to include measurable milestones (18-month period beginning July 2021)	X
Preliminary Site Plan	X
Location/Vicinity Map	X
Verification of SAM.gov Registration	X
Environmental Assessment:	X
Concurrence from the U.S. Army Corps of Engineers	
Concurrence from the U.S. Fish and Wildlife Service	X
Concurrence from the Alabama Historical Commission	X
Approval to cross a public highway or a public utility right-of-way (if applicable)	NA
Water obstruction & encroachment permit (if applicable)	NA
Hazardous materials survey if real property is to be acquired with grant funds	NA
Environmental Assessment (if applicable)	NA
Copy of deed to property, plat, and/or legal description of the property proposed for purchase and/or development	X
NOTE: If real property is to be acquired with grant funds, the acquisition must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (The Uniform Act). Implementation regulations for The Uniform Act are found in 49 CFR Part 24. You may not acquire property until after the grant agreement has been executed and consultation with ADECA staff has occurred.	
Signed statement from landowner expressing support (This is applicable if the applicant and landowner are not the same. A recorded easement allowing trail construction will be required from the landowner before construction begins.)	NA
Environmental Screening Form and Environmental Checklist (Pages 17-20)	X
Letters of endorsement, support, and commitment; other documentation of citizen participation	X

You must include a copy of this completed checklist with your application. Please see the following website for electronic versions of the forms:

<http://www.adeca.alabama.gov/Divisions/ced/Recreation/Pages/Programs.aspx>.

MAR 03 2021
COMMUNITYSVCS

Application Cover Sheet

Applicant's Name (Organization): Cullman County CommissionAddress: 500 Second Avenue SW Room 105Cullman, AL ZIP+4: 35055-0205County: CullmanFEI Number: 63-6001496DUNS Number: 142453567Project Title: Stony Lonesome OHV Park Trail ImprovementsProject Description: Trail rehabilitation (12,672 LF), bridge replacement (2), new reflective signage, solar lighting, kiosks/radios, and the purchase of two pieces of trail maintenance equipmentPark Name, if applicable: Stony Lonesome OHV ParkPark (project location) Address: 10075 Alabama Highway 69 SouthBremen, AL ZIP+4: 35033-0110Latitude and Longitude
(deg/min/sec): 33°57'51.0"N 86°59'36.9"W (Degrees Minutes Seconds)Congressional District
(for project location): 4thState Senate District
(for project location): 4thState House District
(for project location): 12thApplicant Contact Person and Title: Bradley Williams, Director of Cullman County Economic DevelopmentPhone and Email: (256) 775 – 2906 / bwilliams@co.cullman.al.usGrant Administrator or
Other Contact, Title, and
Organization: Daniel Yurcaba, Planner, NARCOGPhone and Email: (256) 355-4515; daniel.yurcaba@adss.alabama.gov

CULLMAN COUNTY

RESOLUTION # 2021-10

WHEREAS, Cullman County has made it known their intention to apply to the State of Alabama for Recreational Trails Program Funds to replace bridges, rehab trails and purchase trail maintenance equipment at Stony Lonesome OHV Park; and

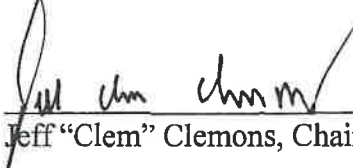
WHEREAS, said programs are limited to funding a maximum of eighty percent (80%) of the proposed project cost which will be used to rehab trails and bridges

NOW, THEREFORE, BE IT HEREBY RESOLVED, that the Cullman County Commission authorizes the Chairman to apply to the Recreational Trails Program requesting a maximum of \$500,000.00 in grant funds and as part of this application commits to providing twenty percent (20%) of the proposed project cost, through cash and/or in-kind services, which will be provided by the Cullman County Commission in support of this project; and

BE IT FURTHER RESOLVED, that in the event the grant is awarded, Cullman County understands that it will sign assurances complying with all applicable Federal and State laws, rules and regulations.

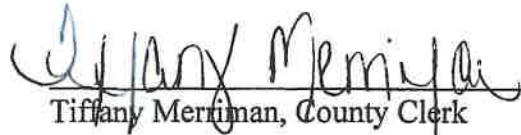
ADOPTED AND APPROVED by the Cullman County Commission, on this the 18th day of February 2021.

SIGNED FOR THE CULLMAN COUNTY COMMISSION:



Jeff "Clem" Clemons, Chairman

Attest:



Tiffany Merriman, County Clerk

Project Descriptive Narrative

Provide a brief, yet informative, description of the proposed project and address each evaluation criterion on the following pages (provide additional information and documentation as needed to support your response to each evaluation criterion).

Project Information

Name of Project: Stony Lonesome OHV Park Trail Improvements

Trail Length in Linear Feet (L.F.): 12,672 Trail Width: Varies (10-15 feet)

Trail Surface Type: Dirt, mud, gravel, and rock

Application Type: ☐ Non-motorized for a Single Use ☒ Motorized
☐ Non-motorized for Diverse Use ☐ Educational

Type of Applicant: ☐ City/Town ☒ County
☐ State ☐ Other

Total Estimated Project Cost	\$ <u>752,019.76</u>
Grant Amount Requested	\$ <u>500,000.00</u>
Total Local Match	\$ <u>252,019.76</u>
Cash Match	\$ _____
In-Kind Match	\$ <u>252,019.76</u>
Donation	\$ _____

Brief Description of the Project:

The proposed project consists of the rehabilitation of 12,672 LF of existing trails, replacement of two (2) existing bridges, new reflective signage and kiosks with solar lighting for user safety and improved access to trails. Also, it includes the purchase of two (2) pieces of equipment to be used for trail maintenance.

Please address each evaluation criterion (100 Total Available Points).

- 1. Describe the degree to which the project's scope and feasibility meet the project area's recreational needs. (Key Consideration: Does the project appear to be feasible and incorporate a good project design with consideration given to the natural and cultural environment in which the project is located and appropriate consideration given to identified needs and project benefits?) 10 Points Available**

Stony Lonesome OHV Park continues to grow and develop following the original Master Plan (*see attached*). The goal is to provide a park for outdoor enthusiasts to enjoy motorized activities such as ATV, OHV, rock crawlers, Jeeps, or dirt bike riding, as well as non-motorized activities that include hiking, runs (warrior, mud, or 5K), mountain biking, and/or horseback riding. Park amenities include the office/store, parking, cabins, mobile units, RV slots, and the new bathhouse for showers and restrooms. The scope of the proposed project helps to meet the counties recreational needs by assisting with the rehabilitation of heavily used off-road trails by motorized vehicles to provide a safe environment for recreational activities. The applicant met with park personnel to identify the park's biggest needs for improvement/repair. The proposed bridges will replace existing bridges in the park that are vital to providing full access to the park property and trail system. The existing bridges are prone to damage and they need time consuming repairs following major rain events. Proposed trail improvements will be located in areas identified by park staff and users as areas of greatest need for maintenance, and proposed lighting, signage, radios and kiosks will improve overall park safety. The backhoe and excavator equipment purchases will be immensely valuable to the park staff and will better facilitate maintenance and repair efforts. Major repair/maintenance measures are currently provided by the Roads Department based on availability and are often subject to long delays. Proposed equipment purchases will allow for proper maintenance and repair to be handled in house. All proposed project activities were identified as critical needs through conversations between park personnel, local government representatives, the county engineer, and park users. Efforts were taken to make necessary environmental considerations and outside concurrence has been requested where necessary. These trail improvements will allow the County and Park to host more and larger events with longer durations, which will increase the number of participants/users and the positive economic benefits/impacts for the County and nearby municipalities.

Feasibility: The proposed project will occur within already developed areas of the park and along existing trail paths and bridges. No issues are anticipated.

Good Project Design: The proposed trail improvements and bridge replacements have been designed with improving the impact on the natural environment in mind. The proposed bridges were designed by the County Engineer and will improve upon existing bridges in a variety of ways. The new bridge design will be more resilient to major weather events and allow for better stream flow by removing mid-stream obstructions. The new bridges will be single span from bank to bank. Ultimately, the bridge improvements will improve streamflow, floodplain areas, park safety, provide more consistent accessibility, and require fewer repairs and maintenance over a longer life expectancy. *See attached construction drawings.*

- 2. Describe the ways in which the project provides for the greatest number of compatible recreational purposes.** (Key Consideration: An important concern is that the project will enhance the quality and quantity of recreational trail opportunities available in the community or region. Points will be given to projects with connectivity to other trails and/or parks, environmental education and preservation, and economic development opportunities.) **10 Points Available**

The proposed trail improvements project will provide for enhanced, compatible recreational uses that include motorized activities such as ATV, OHV, rock crawlers, Jeeps, and dirt bike riding.

Enhance Quality and Quantity: The proposed project will enhance the quality of recreational trail opportunities available in the county and region through the rehabilitation of existing trails that have been thoroughly enjoyed (e.g. heavily used) along with the replacement of two bridges that have been deemed unsafe by the County Engineer, Cullman County Parks and Recreation Department, and OHV Park manager and staff.

Connectivity and Environmental Education: These two proposed components of the project will improve access and increase connectivity to the other trails located within the OHV Park, which will also increase the quantity of recreational trails as well. The OHV Park also provides environmental education. The Alabama Forestry Commission (AFC) conducts "Tree Judging" at the OHV Park based on the FAWN curriculum, and they also perform board feet measurement of the trees to determine age, etc. Other educational opportunities include the Off Roding 101 classes for beginners to learn how to use their vehicles, communicate, and learn park safety.

Economic Development Opportunities: The OHV Park provides many economic development opportunities for the county and region as whole. These opportunities are realized through the many programmed events (*see attached 2019, 2020, and 2021 Events Schedules*) and the 35,000 - 40,000 visitors per year to the park, which add up to increased room night stays at local motels/hotels, food sales, gas sales, etc. by county, regional, state, and out of state visitors to the park. Additionally, the County and park seek to use and support local businesses through purchasing materials, supplies, etc. Additionally, a long-term goal of the Park Manager is to connect the OHV Park to Dodge City, so that park visitors can conveniently access their restaurants, shops, grocery store, etc. and boost the Town's revenues. The OHV Park also supports the implementation of the following goals, objectives, and strategies contained in the Regional Comprehensive Economic Developments Strategy (CEDS) that is maintained by NARCOG.

Goal 4 – Invest in and modernize transportation and infrastructure

Objective 4.2 – Foster sharing of resources to improve multi-modal transportation

Strategy 4.2.5 – Invest in safe alternative transportation facilities for pedestrians and cyclists

Goal 5 – Leverage cultural and natural resources

Strategy 5.1.1 – Support the continued success and development of the tourism industry

- 3. Describe the ways in which the project provides a new, unique, or more effective means for making trail opportunities available to the public. (Key Consideration:** This criterion includes projects of national, regional, and local demonstration value. The most important concern is whether the grant recipient is committed to trying an approach that is new at the local level. Additional points are awarded for nationwide applicability and statewide or regional value. The applicant must commit to documenting the results of the demonstration and identify the method to be used in documenting the results.) **10 Points Available**

New and Unique Mechanism: The proposed project will provide a new, unique, and more effective means of making trails available to the public at night by providing solar lighting at the two bridges, kiosks, and the signage at major trail intersections. To staff knowledge, these have not been utilized before at similar parks. The solar lights will be particularly beneficial during the many “night ride” events, as they should provide additional safety for the trail users. They will also be energy efficient, environmentally friendly, and maintenance friendly.

Commitment: The applicant commits to documenting the results of the demonstration and identifying the method/s used in documenting the results. The methodology is anticipated to be surveys/questionnaires to be completed by the trail users on the benefits provided by the solar lights. They will be available at the park office and/or online.

- 4. Describe the ways in which the project facilitates the access and use of trails by persons with disabilities, older citizens, economically disadvantaged, and other special populations or groups. (Key Consideration:** Whether the project will expand recreation opportunities for special populations with recreation deficiencies.) **10 Points Available**

Access and use of trails by persons with disabilities, older citizens, economically disadvantaged, and other special populations or groups: The proposed project, which includes rehabilitating overused trails, replacing two unsafe bridges, providing reflective signage, kiosks, solar lighting, and two pieces of equipment to help with trail maintenance, facilitates improved access and easier use of trails by persons with disabilities and older citizens. *See attached letter of support from a disabled trail user.* Additionally, the access and use of trails by the economically disadvantaged will be met by the already affordable fees not being raised. Also, the proposed project will increase recreational trail opportunities for other special populations or groups that seek motorized trails to ride ATV's, OHV's, rock crawlers, dirt bikes, Jeeps, etc. Since there is a limited number of motorized trails in Alabama, this proposed project facilitates the needs of the special populations or groups

A key component of the project is to provide more trail access to younger and/or novice users on the “easy trails”. During 2020, all parks, including Stony Lonesome OHV Park, have seen increased demand due to the COVID-19 pandemic. This demand for parks and outdoor recreational opportunities is not expected to subside in the near future.

- 5. Describe the ways in which the project creates opportunities for new partnerships between trail users, private interests, and public agencies within the project area. (Key Consideration:** The major concern is that the project is a component of an integrated effort to enhance economic revitalization and community conservation. Points will be given to applicants providing evidence of cooperative efforts with trail user groups and/or multiple public meetings.) **10 Points Available**

Opportunities for New Partnerships: The proposed project at Stony Lonesome OHV Park creates the opportunity for new partnerships between trail users and private interests within the county, region, state, as well as across the southeast and nationally through existing and potential new events and sponsorships at the park. The OHV Park has recently partnered with the Rocket City Wranglers (Jeeps) and hope to partner with the Cullman County Wranglers soon (Jeep). Other potential partnerships include the Louisiana Mud Angels, Jeep Jamboree, and the Huntsville Land Rovers. Also, private property owners are becoming more aware of the liabilities from allowing family and friends to ride. Due to these increasing personal property liabilities, the park is experiencing an increase in these family and friends visiting to ride on public parks.

Enhanced Economic Revitalization and Community Conservation: Also, the proposed project supports the implementation of the Statewide Conservation and Outdoor Recreation Plan (SCORP) and the goals, objectives, and strategies (see *question #2*) contained in the Regional Comprehensive Economic Developments Strategy (CEDS) that is maintained by NARCOG. The CEDS Strategy Committee meets several times a year on average. Out of an abundance of caution due to the COVID-19 Pandemic, public meetings on the proposed project were not practical at this time.

- 6. Describe the ways in which the project uses the grant funds to leverage other public or private investments (in the form of services and materials as well as dollars). (Key Consideration:** The major concern is whether actual leveraging is assured or the potential for leveraging is good, outside of any funds committed for the initial grant match. Points will be given for applicants committing double the minimum local match or higher. Supporting documentation must be included in the application.) **10 Points Available**

Leveraging: While the proposed project cannot demonstrate any other leveraging or assured potential leveraging of the grant funds by public or private investments beyond the local match at this time, the applicant feels confident that the potential for leveraging is strong going forward and evidence will be provided later. The potential leveraging is anticipated to come from event sponsors, as existing events grow in size and more events are added. The COVID-19 Pandemic has put outdoor recreation on the map, and public demand and support for outdoor recreational opportunities is at an all-time high.

- 7. Describe the degree of commitment to continue operation and maintenance of the project. Include an operation and maintenance plan detailing the amount of money needed to operate and maintain the trail/facility after project completion and identify who will be responsible for these activities. (Key Consideration: Whether the grant recipient is willing to commit to continue the maintenance and operation of the facilities and whether the applicant provides a realistic operation and maintenance plan/budget. Additional points will be awarded to applicants demonstrating innovative funding measures for trail maintenance.) 10 Points Available**

The Cullman County Commission continues to support the operation and maintenance of Stony Lonesome OHV Park. The County Commission budgeted approximately \$2.1 Million to their parks (Smith Lake Park, Sportsman Lake Park, Clarkson Covered Bridge, and Stony Lonesome OHV Park) in the FY21 budget and has seen annual increases in recent years. Of that amount, \$566,444 was allocated to Stony Lonesome OHV Park. Approximately, \$340,000 (60%) is for staff salaries, and \$227,000 (40%) is for utilities, supplies, and park maintenance. Additional revenue sources include park user fees.

Beyond funding, the Cullman County Parks and Recreation Department, and Stony Lonesome OHV Park manager and staff are responsible for operation and maintenance activities. The County employs 26 F/T and 11 P/T park employees. Maintenance activities are performed on a daily, weekly, and monthly schedule. Thursday is the primary day for maintenance by staff at the OHV Park. *See attached Operation and Maintenance Plan and FY 2021 Budget.*

- 8. The degree to which community involvement is addressed: i.e., (A) Project idea originated with trail users or a community group that has substantial knowledge, and (B) The private sector (including individual citizens, community groups, and/or local business enterprises) has participated in the development of the proposed idea and has made commitments of labor, money, or materials to support project implementation. (Key Consideration: The objective is to determine if the project is responding to citizen-identified needs. The priority of the project to users is evidenced by citizen support for the idea. Points will be awarded to applicants demonstrating that the project concept was originally proposed at the grassroots level and, especially, for extensive citizen or private organization involvement in project development and support in project implementation as well as applicants demonstrating extensive involvement and participation from citizens and interest groups during all phases of application development and commitments beyond. Supporting documentation must be included in the application.) 10 Points Available**

Out of an abundance of caution due to the COVID-19 Pandemic, public meetings on the proposed project were not practical at this time. However, the park staff does a great job engaging and listening to the trail users to gather input on needs based on their knowledge of the OHV Park. In preparation of this application, park staff communicated with these frequent park users and established user groups to discuss park needs.

The Cullman County EMS, Cullman Regional Medical Services, local fire departments, and the Cullman County Rescue Squad have all donated their time to the park. Also, ATV dealers such as Basch Brothers, the Honda Shop, Southeastern UTV, and many more contribute time and equipment to help improve the park and make it a premier destination for outdoor, motorized vehicle enthusiasts.

- 9. Describe in detail how the trail will be managed. Include discussion on season length, hours of operation, limitations on use, enforcement provisions, and scheduling. 10 Points**

Stony Lonsome OHV Park is open year-round during all seasons but is subject to close in the advent of severe weather events. The park is also closed for the Holidays on Easter, Thanksgiving, Christmas Eve, and Christmas. However, the County Parks and Recreation Department would like to extend the hours to stay open later and possibly be open seven days a week to attract more users.

Hours of Operation:

Friday and Saturday (8:30am – 6pm)

Sunday and Monday (8:30am – 5pm)

Closed Tuesdays through Thursday

Night Rides (4pm – Midnight)

The OHV Park does have limitations on use of the park by visitors. See *attached Stony Lonesome Park Rules & Regulations*. The park utilizes off duty law enforcement for security during events and all park employees are trained to enforce all safety rules and regulations including no alcohol being allowed on the trails.

10. Identify and describe the service area of the project. Approximately how many people do you propose to serve with this project? Identify other trail resources in the service area by trail type (motorized, non-motorized, multi-use), distance, location in relation to the proposed trail, and ownership. (Key Consideration:

The RTP was created to address trail needs in the urban and rural areas of the state. In order to assess the need for additional trails it is first necessary to identify the quantity and location of existing resources within the service area. It is also necessary to establish a service area – either population or resource based. For example, a population-based service area could be a neighborhood, school district, or political jurisdiction whereas, a resource-based service area might be defined along a linear greenway, water course, or unique natural/cultural area. However, in both instances, an estimate of the number of beneficiaries should be provided. Please identify how the project service area was determined.) **10 Points Available**

Stony Lonesome OHV Park was the first public use OHV park of its kind in Alabama. Presently, there are no other motorized trail parks in Cullman County, and other motorized trail parks are predominantly located south of Birmingham, Alabama. These include OHV Parks in Talledega, Jemison, Tallassee, Robertsedale, Brantley, Irvington, and Hollytree. The estimated beneficiaries of the park is 35,000 - 40,000 annually. Fortunately, Cullman County is strategically located between the Birmingham and Huntsville metropolitan areas. It was decided by Stony Lonesome OHV Park to establish an immediate and regional service area.

Immediate Service Area: The Stony Lonesome OHV Park has established Cullman County as the Immediate Service Area. The population of Cullman County is 83,768 (2019). Existing recreational trail resources in Cullman County Service Area by type, distance, and owner include:

- Smith Lake Park, non-motorized/multi-use, 15 miles, County*
- Clarkson Covered Bridge, non-motorized/multi-use, 26 miles, County
- Sportsman Lake Park, non-motorized/multi-use, 24 miles, County
- Hurricane Creek Park, non-motorized/multi-use, 28 miles, County
- Baileyton Town Park, non-motorized/multi-use, 35 miles, Baileyton
- Colony Town Park, non-motorized/multi-use, 14 miles, Colony
- Heritage Park, Veterans Memorial Park, Culpepper Park, and Eastside Park, non-motorized/multi-use, 24 miles, Cullman
- Ray Park, non-motorized/multi-use, 8 miles, Dodge City
- Fairview Town Park, non-motorized/multi-use, 31 miles, Fairview
- Garden City Park and Garden City River Park, non-motorized/multi-use, 21 miles, Garden City
- Good Hope Town Park, non-motorized/multi-use, Good Hope
- CW Day Park, Veterans Park, and Mud Creek Greenway, non-motorized/multi-use, 17 miles, Hanceville
- Holly Pond Park, non-motorized/multi-use, 33 miles, Holly Pond

Expanded Regional Service Area: The Stony Lonesome OHV Park has established the following eight (8) counties as the Regional Service Area. Cullman (83,768), Lawrence (32,924), Morgan (119,490), Blount (57,826), Marshall (96,774), Walker (63,521), Winston (23,784), and Jefferson Counties (658,573), per 2019 population estimates. The service area was determined by including the surrounding counties. All of these counties are contiguous except for Jefferson County. The combined population of the service area is 1,136,660 Million (2019).

Existing, major recreational trail resources in the Expanded Regional Service Area by type, distance, and owner include:

- Bankhead National Forest & Sipsey Wilderness, non-motorized/multi-use, 33 miles, USA
- Rickwood Caverns State Park, non-motorized/multi-use, 18 miles, State
- Red Mountain Park Park, non-motorized/multi-use, 51 miles, Birmingham
- Railroad Park, non-motorized/multi-use, 46 miles, Birmingham
- Ruffner Mountain Park and Nature Preserve, non-motorized/multi-use, 52 miles, Birmingham
- Turkey Creek Nature Preserve, non-motorized/multi-use, 37 miles, Pinson/Jefferson County

However, Stony Lonesome OHV Park not only serves the residents of Cullman County and the Expanded Region, but also users from across Alabama, the Southeast (Mississippi, Tennessee, Georgia, Florida, Kentucky, Virginia, etc.), and the nation as well. Park visitors have travelled from as far away as California, New York, Maine, and Hawaii to enjoy Stony Lonesome OHV Park. Incredibly, visitors have flown from Iceland and Spain to enjoy Stony Lonesome OHV Park!

*Golf Carts allowed on park property

NOTE: Property acquired with RTP funds must remain open to the public in perpetuity. Should the property cease to be open to the public for trail use, the applicant must repay the RTP 80% of the fair market value of the property at the time of the change in use. If the project is located on an easement or on leased land, the minimum timeframe for the easement or lease is 25 years. The project must remain open for public access for the use for which the RTP funds were intended during that time. For development projects on applicant owned property, the project must remain open for public access for the use for which the RTP funds were intended for a minimum of 25 years.

Total Project Cost: \$752,019.76 Funds Requested: \$500,000.00

Important Note: The maximum grant amount by trail type is **\$200,000.00** for non-motorized, single-use trails; **\$400,000.00** for non-motorized, diverse-use trails; **\$500,000.00** for motorized trails; or **\$87,489.00** for education projects.

The applicant certifies that the data contained in the application is true and correct; the application has been duly authorized; and, the applicant understands that incorrect or incomplete information may cause the application to be rejected.


(Chief Elected Official's Signature)

Chairman, Cullman County Commission
(Title)

March 1, 2021
(Date)

Project Cost Estimate

The Recreational Trails Program provides **80/20 matching** fund grants. That is, the RTP will fund up to 80 percent of the project cost and the grant recipient must provide at least 20 percent in the form of cash, in-kind, and/or donated contributions.

Eligible Costs

1. Design, engineering, construction oversight services (**may not exceed 10% of the total construction cost**)
2. Direct labor
3. Special tradesmen secured under a service purchase contract
4. Rental of equipment
5. Construction contracts
6. Project materials
7. Signage¹
8. Land acquisition
9. Professional project administration (grant consultant) (**may not exceed 5% of total project cost**)

PROJECT DEVELOPMENT BUDGET

BUDGET ITEM	TOTAL	RTP SHARE	MATCHING SHARE
Acquisition	0	0	0
Construction Contracts	0	0	0
Equipment Rental	\$308,807.90	\$167,901.00	140,906.90
Labor	\$92,019.96	0	\$92,019.96
Signage	0	0	0
Supplies/Materials	\$315,381.44	\$296,288.54	\$19,092.90
Administration	\$35,810.46	\$35,810.46	0
Engineering	0	0	0
TOTAL PROJECT COST	\$752,019.76	\$500,000.00	\$252,019.76

¹ Signs which function as traffic control devices must conform with the Manual on Uniform Traffic Control Devices (MUTCD). Part IX of the MUTCD, Traffic Controls for Bicycle Facilities, covers the bicycle related signs, pavement markings, and signals which may be used on highways or bikeways. Part IX is applicable to shared use paths (nonmotorized multiple-use trails which may provide a transportation purpose). The publication Standard Highway Signs has the detailed drawings for the highway signs prescribed in the MUTCD. These documents are available for purchase from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

Signs which do not function as traffic control devices are not subject to the MUTCD. However, informational signs and kiosks must take into consideration the needs of various users, such as: people who are blind or who have low vision, people who use wheelchairs, and children.

Detailed Project Budget with Descriptive Narrative

Project Development Budget

Budget Item	Total	RTP Share	Matching
Acquisition	\$0	\$0	\$0
Construction Contracts	\$0	\$0	\$0
Equipment Rental	\$308,807.90	\$167,901.00	\$140,906.90
Labor	\$92,019.96	\$0	\$92,019.96
Signage	\$0	\$0	\$0
Supplies/Materials	\$315,381.44	\$296,288.54	\$19,092.90
Administration	\$35,810.46	\$35,810.46	\$0
Engineering	\$0	\$0	\$0
Total Project Cost	\$752,019.76	\$500,000.00	\$252,019.76

The above table represents a simplified project development budget. The Proposed project consists of three major cost categories: equipment, labor, and materials. Grant administration cost was budgeted at **5%** of project cost in accordance with program guidelines. Engineering services for the proposed project are to be performed by the County engineer, and thus were not included in project cost estimates. **Total Project cost** is estimated at **\$752,019.76**. The applicant is requesting the maximum allowable **\$500,000 in Recreational Trails Program grant funds**. The remaining **\$252,019.76 (33.5%)** will be provided by the applicant as **local match** in the form of **in-kind match** split between labor (**\$92,019.96**), equipment (**\$140,906.90**), and materials (**\$19,092.90**).

Activity	Labor	Equipment	Materials	Total
Bridges	\$60,150.00	\$80,317.58	\$214,970.44	\$355,438.02
Trail Improvements	\$31,869.96	\$60,589.32	\$67,276.00	\$159,735.28
Other Costs	\$0	\$167,901.00	\$33,135.00	\$201,036.00
Sub-Total	\$92,019.96	\$308,807.90	\$315,381.44	\$716,209.30
Admin (5%)				\$35,810.46
Total				752,019.76

The proposed project consists of two major construction elements. These elements are the construction of two bridges and rehabilitation and improvement of existing trails. The county engineer prepared cost estimates and preliminary engineering/design work for each activity separately. The project also includes the proposed purchase of equipment and supplies/materials to be used outside of the scope of the two proposed construction activities.

**Project Budget was developed by Cullman County Engineer and Cullman County Parks and Recreation Department*

1. Bridge Construction

Description	Unit Cost	Total Quantity	Unit	Total Cost
Labor	X	X	X	\$60,150.00
Equipment	X	X	X	\$80,317.58
24 ft. Wide Superstructure	\$84,200.00	1.00	LS	\$84,200.00
24 ft. Abutment	\$23,703.56	1.00	LS	\$23,703.56
14 ft. Wide Superstructure	\$58,900.00	1.00	LS	\$58,900.00
14 ft. Wide Abutment	\$18,166.89	1.00	LS	\$18,166.89
Crane for Setting Superstructures	\$30,000.00	1.00	LS	\$30,000.00
Total				\$355,438.02

The bridge construction activity will consist of the construction of two engineered bridges that will cross two streams located within the park that intersect with existing trails. The proposed bridges will replace two preexisting bridges in the park. The currently used bridges are vulnerable to damage following major weather events. Further documentation of engineer's budget and estimate for both the 48' x 24' and 48' by 14' bridges will be included in the attachments to this application.

2. Trail Improvements

Labor			
Employee Classification	Hours	Rate w/Benefits	Total
District Supervisor	12	\$16.83	\$201.96
Equipment Operator III	240	\$32.90	\$7,896.00
Equipment Operator II	240	\$30.05	\$7,212.00
Equipment Operator I (2)	480	\$20.21	\$9,700.80
Truck Driver (T18) (2)	240	\$28.58	\$6,859.20
Labor Total			\$31,869.96

Equipment			
Equipment Type	Hours	Rate	Total
Hydraulic Mini Excavator	80	\$48.00	\$3,836.16
Vibratory Compactor (FEMA No. 8222)	192	\$24.09	\$4,625.28
Dump Truck (Triaxle) (2)	96	\$65.00	\$6,240.00
Dozer (FEMA No. 8252)	240	\$153.35	\$36,804.00
Service Truck (FEMA No. 8840)	12	\$40.19	\$482.28
Water Truck FEMA No. 8614)	240	\$35.84	\$8,601.60
Equipment Total			\$60,589.32

Materials				
Materials	Unit Cost	Total Quantity	Unit	Total Cost
No. 2 Stone (4 Inch Finish Layer)	\$10.00	2112.00	TON	\$21,120.00
Class 1 Rip Rap (8 Inch Base Layer)	\$9.00	4224.00	TON	\$38,016.00
24" Dia. HDPE Pipe Culverts	\$21.60	200.00	LF	\$4,320.00
36" Dia. HDPE Pipe Culverts	\$38.20	100.00	LF	\$3,820.00
Materials Total				\$67,276.00

Labor	\$31,869.96
Equipment	\$60,589.32
Materials	\$67,276.00
Trail Improvements Total	\$159,735.28

The Trails Improvements portion of the proposed project will provide surfacing repair/improvements and drainage structure for 12,672 Linear Feet of existing trail at a width of 10 feet. The proposed activity will include an 8-inch Base Layer of Class 1 Rip Rap topped by a 4-inch Finish Layer of No. 2 Stone. 200 LF of 24" HDPE Pipe Culverts and 100 LF of 36" HDPE Pipe Culverts will be installed to allow proper drainage of the improved trail area. The trail areas selected for improvement have become guttered and difficult to use due to the combination of use over time and poor drainage. The proposed trail improvements will provide necessary rehabilitation of the existing trails and provide the necessary drainage infrastructure to combat future deterioration.

3. Other Costs

Item	Quantity	Unit Cost	Total Cost
Bushmaster Mini X 42" Excavator	1	\$54,901.00	\$54,901.00
4x4 Backhoe	1	\$113,000.00	\$113,000.00
Reflective Signage	400	\$15.00	\$6,000.00
Kiosks/Radios	10	\$2,028.50	\$20,285.00
Solar Lights	72	\$95.14	\$6,850.00
Total			\$201,036.00

In addition to the bridges and trail improvements, the project also provides for the purchase of certain equipment and materials items that will improve the park in varied ways. The proposed excavator and backhoe would be used by the park to provide trail maintenance and repair. The park's trail system is prone to drainage issues and damage following major weather events. The park is currently reliant on the Roads Department to provide necessary repairs and the length of time to receive repairs is dependent on service demands on the Roads Department. The proposed equipment purchases would allow the park staff to handle maintenance and repair needs on their own, improving efficiency and access to trail maintenance going forward. The reflective signage and solar lights will improve trail visibility at night and allow for evening and night access to the park trails. The proposed improvements will be a major safety improvement in low-light conditions, and there is an expected future benefit to user volume associated with future night access to the park trail system. Finally, the project includes the purchasing of 10 radio kiosks to be installed in the park to allow better communication and responsiveness to problems by the park staff, improving overall safety at the park going forward. Further cost estimates and price quotes can be provided on request.

Cullman County Parks and Recreation Department

Our Vision

Our vision is to create an atmosphere at all of our beautiful parks that will allow you and your family to enjoy the day, or several days, with us in peaceful, pleasurable, relaxing fun. Find your get-away spots at Cullman County Parks and Recreation. We have something for everyone.

Our Mission

Our mission here at Cullman County Parks and Recreation is to create places of enjoyment that are family oriented, beautiful, and that will service the people of Cullman County, as well as our visitors, for years to come.

For more information on Cullman County Parks, please visit the website below.

<http://www.cullmancountyparks.com/>

Stony Lonesome OHV Park: Operations and Maintenance Plan

Groom, Grade, and Repair Trails

- Every Thursday (Park Staff, County Road Department, as needed)

Pick-up Trash and Empty Trash Cans

- Friday, Saturday, Sunday, Monday, and Thursday mornings (Park Staff)

Office/Store (clean and stock)

- Friday, Saturday, Sunday, Monday, and Thursday mornings (Park Staff)

Clean Bathhouse (clean and stock)

- Friday, Saturday, Sunday, Monday, and Thursday mornings (Park Staff)

Clean Carwash (clean and stock)

- Friday, Saturday, Sunday, Monday, and Thursday mornings (Park Staff)

Cabins, Camping, and RV Sites (clean)

- Friday, Saturday, Sunday, Monday, and Thursday mornings (Park Staff)

For more information on Stony Lonesome Park, please visit the website below.

<http://www.stonylonesomeohv.us/contact.html>

FY 2021 Budget

Cullman County

- \$65,568,678

Parks

- \$2,085,387 (3.2% of Total County Budget)

Revenue Sources:

- User Fees – \$1,233,077 (60%)
- Transfer from General – 852,310 (40%)
- Total \$ 2,051,983

Stony Lonesome OHV Park

- \$566,444 (27% of the Total Parks Budget)

Please follow the link below for more detailed information on the FY 2021 Budget.

<http://www.co.cullman.al.us/assets/PDFs/General-Budget-2021FY.pdf>

STONEY LONESOME OHV PARK
TRAIL IMPROVEMENTS
CULLMAN COUNTY, ALABAMA

DATE: 3/1/2021

LEGEND

LIST OF KIOSK TO INSTALL SOLAR LIGHTING	
No.	Coordinates
K1	33.98136, -86.97127
K2	33.97494, -86.96397
K3	33.97072, -86.97208
K4	33.96702, -86.96986
K5	33.96575, -86.97694
K6	33.96558, -86.96091
K7	33.96666, -86.98463
K8	33.96158, -86.98911
K9	33.95838, -86.99063

PROJECT LIMITS

TRAIL TO BE REPAIRED

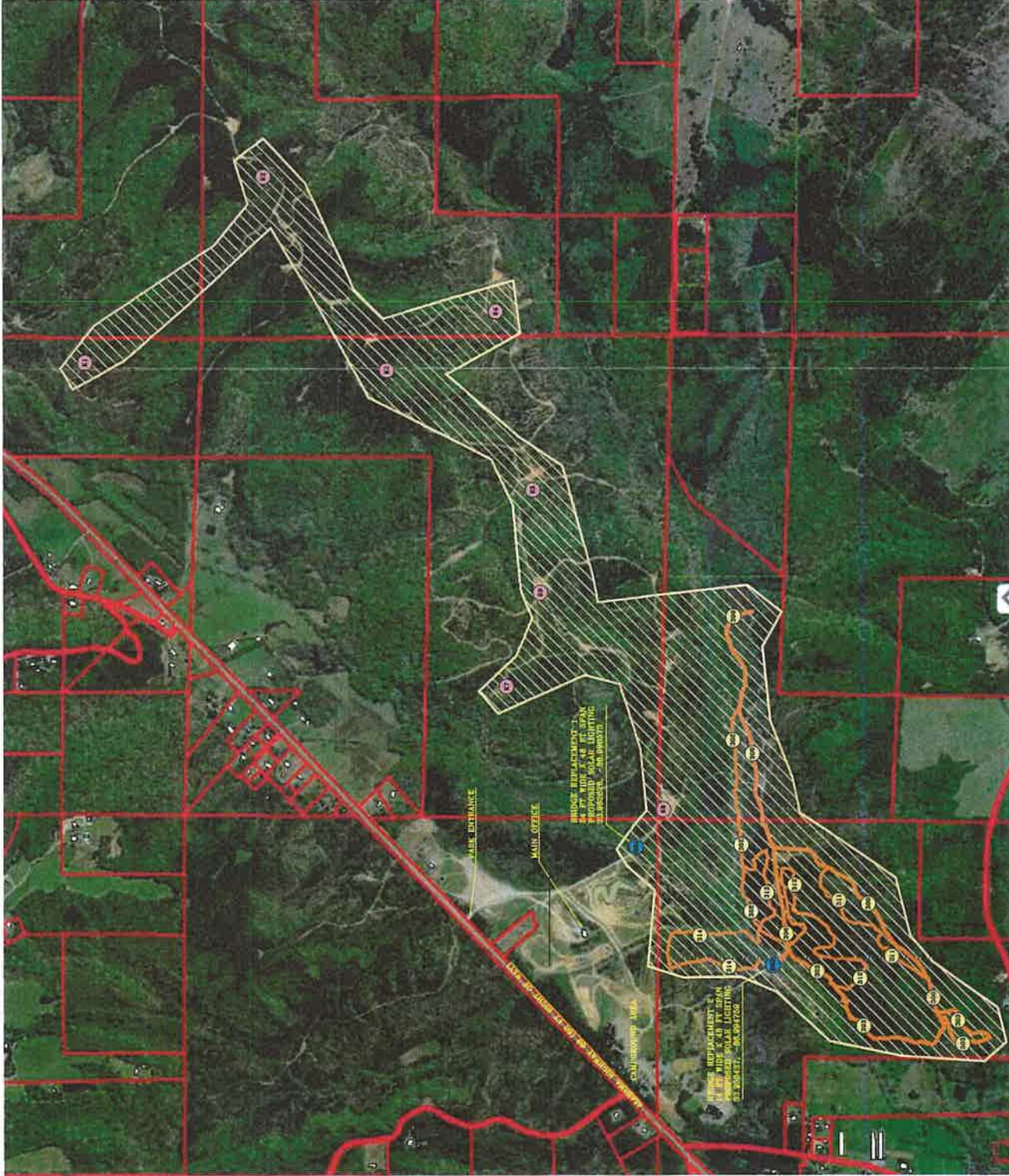


NOTES:

PROJECT AREA CONTAINS 6 MILES OF TRAILS THAT REQUIRE IMPROVEMENTS AT APPROXIMATELY 40% OF LENGTH. (TRAIL NOS.: 300, 302, 303, 311, 312, 313, AND 314), TWO BRIDGE REPLACEMENTS, AND ELEVEN (11) SITES TO INSTALL SOLAR LIGHTING.

THERE ARE NO UTILITIES IN WITHIN THE PROJECT LIMITS

SITE ACREAGE: 1,456.6



STONY LONESOME OHV PARK

PROJECT LOCATION MAP

NARCOG

0

500

1,000

2,000

3,000

4,000

5,000

FEET

NORTH

0

500

1,000

2,000

3,000

4,000

5,000

FEET

PROJECT AREA

STONY LONESOME OHV PARK

CULLMAN COUNTY

MUNICIPALITIES

ROAD TYPE

INTERSTATE

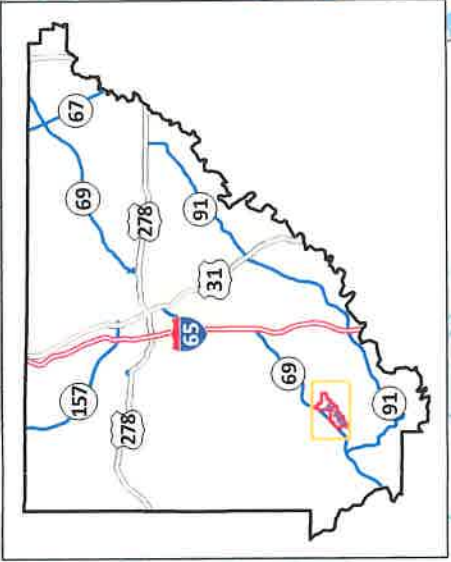
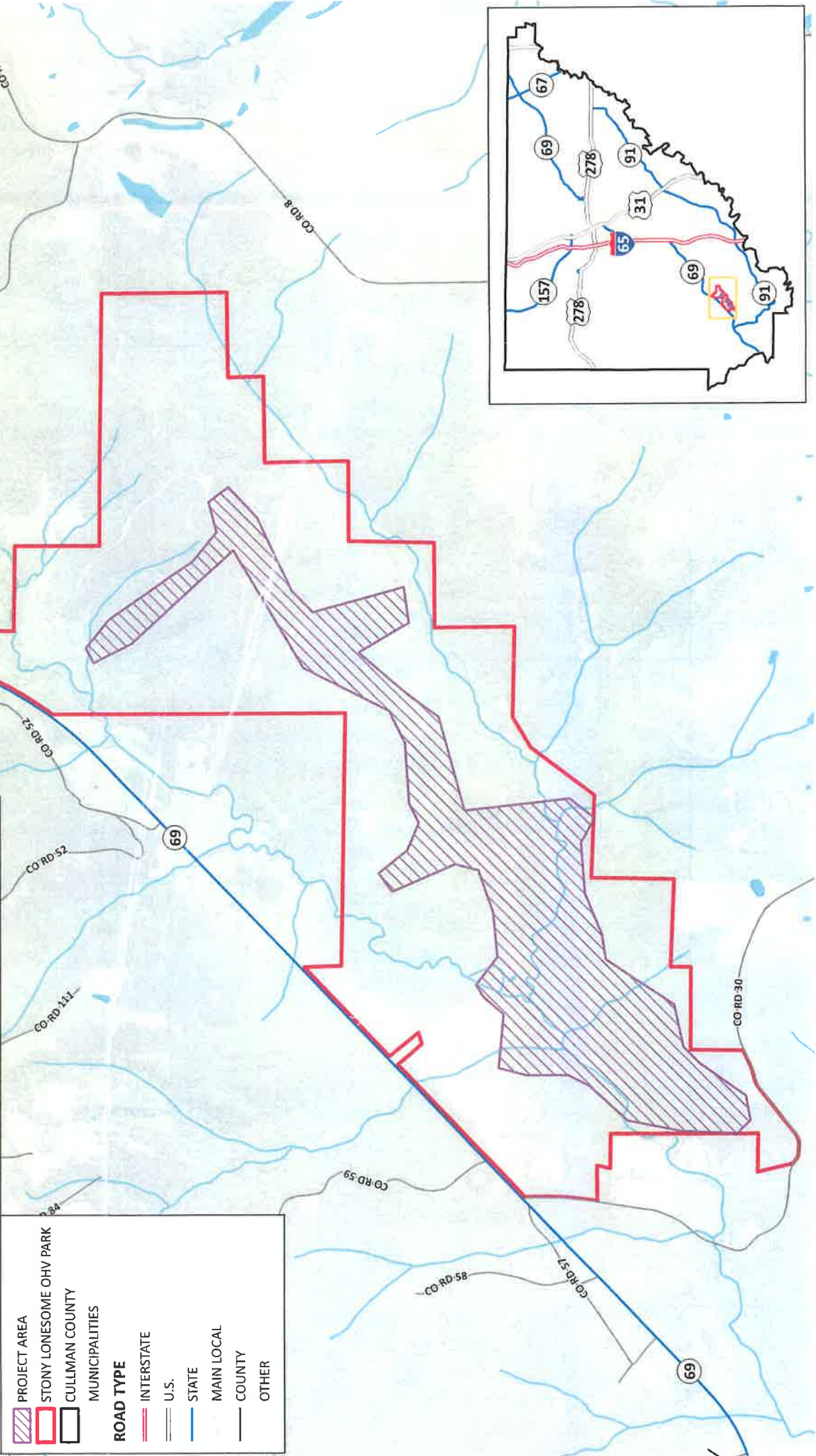
U.S.

STATE

MAIN LOCAL

COUNTY

OTHER



PROPOSED IMPROVEMENTS
STONEY LONESOME OHV PARK
CULLMAN COUNTY, ALABAMA

BRIDGE REPLACEMENT A
24 FT WIDE X 48 FT SPAN
33.962826, -86.990573

BRIDGE REPLACEMENT B
14 FT WIDE X 48 FT SPAN
33.958437, -86.994759

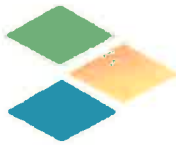
AREA CONTAINING 8 MILES OF TRAILS THAT REQUIRE
IMPROVEMENTS AT APPROXIMATELY 40% OF LENGTH.
TRAIL NOS.: 300, 302, 303, 311, 312, 313, AND 314



SAM Search Results
List of records matching your search for :

Record Status: Active
DUNS Number: 142453567

ENTITY	CULLMAN, COUNTY OF	Status: Active
DUNS: 142453567	+4:	CAGE Code: 53G15 DoDAAC:
Expiration Date: 02/03/2022	Has Active Exclusion?: No	Debt Subject to Offset?: No
Address: 500 2ND AVE SW RM 105		
City: CULLMAN	State/Province: ALABAMA	
ZIP Code: 35055-4135	Country: UNITED STATES	



NARCOG
POSITIVELY IMPACTING
PEOPLE AND COMMUNITIES

February 24, 2021

Mobile District Corps of Engineers
Chief, Regulatory Branch
Post Office Box 2288
Mobile, Alabama 36628-0001

RE: Concurrence Request
Stoney Lonesome OHV Park RTP application

To whom it may concern,

The Cullman County Commission is applying to the Alabama Department of Economic and Community Affairs for a FY 2021 Recreation Trails Program Application to upgrade two trailhead bridges and provide other trail upgrades and equipment at Stony Lonesome OHV Park.

All work done as part of the proposed project will be located on existing park land and on previously disturbed existing trails. Improvements proposed by the project will improve trail weatherization and safety for park users. As part of the application, we are requesting concurrence from the Alabama Historical Commission. The project is located entirely within the Stony Lonesome OHV Park at 10075 AL-69, Bremen, AL 35033 in Cullman County, AL. Enclosed is a map that shows the project site.

This letter is being submitted to request your agency's review and concurrence of the above project activities. Your prompt review and comments on this project will be greatly appreciated. If we have not received your comments within 30 days of the date of this letter, we will assume that you have no comment. If you should have any questions concerning this matter, contact Daniel Yurcaba at (256) 337-9425.

Sincerely,

Daniel Yurcaba
Planner
(256) 355-4515 (office)
(256) 337-9425 (cell)



February 5, 2021

Mr. Bill Pearson, Field Supervisor
US Fish and Wildlife Service
1208-B Main Street
Daphne, AL 35626

RE: Concurrence Request
RTP OHV Project, Stoney Lonesome OHV Park

Dear Mr. Pearson,

Cullman County is preparing to submit an application to the Alabama Department of Economic and Community Affairs for a Recreational Trails Program grant, to be used for trail maintenance, bridge improvements, equipment, and lighting in the Stoney Lonesome OHV Park.

The County plans to use the funds to repair and improve existing trails within the OHV Park. As part of the project, two existing bridges in the park, which are vulnerable to damage during major rain events and require frequent repair, will be replaced with more durable, resilient bridges designed by the County engineer. The County also plans to install solar powered lighting to illuminate park bridges and trails at night. Additionally, some of the funds will be used to provide gravel/riprap to fill in, solidify, and repair existing trails in the park. The park address is 10075 AL-69, Bremen, AL 35033. The project will be located on park land located within the 35033-zip code in Cullman County, AL. Enclosed is a project location map.

Please review the proposed project and make a determination as to whether it is in conformance with Section 7 of the Endangered Species Act. Your prompt review and comments on this project will be greatly appreciated. If we have not received your comments within 30 days of the date of this letter, we will assume that you have no comment. If you should have any questions concerning this matter, contact Joey Hester or Dan Yurcaba at 256-355-4515.

Sincerely,

Daniel Yurcaba
Grant Administrator



February 24, 2021

Lee Anne Wofford, Deputy SHPO
Alabama Historical Commission
468 South Perry Street
Montgomery, AL 36130-0900

RE: Concurrence Request
Stoney Lonesome OHV Park RTP application

Mrs. Wofford,

The Cullman County Commission is applying to the Alabama Department of Economic and Community Affairs for a FY 2021 Recreation Trails Program Application to upgrade two trailhead bridges and provide other trail upgrades and equipment at Stony Lonesome OHV Park.

All work done as part of the proposed project will be located on existing park land and on previously disturbed existing trails. Improvements proposed by the project will improve trail weatherization and safety for park users. As part of the application, we are requesting concurrence from the Alabama Historical Commission. The project is located entirely within the Stony Lonesome OHV Park at 10075 AL-69, Bremen, AL 35033 in Cullman County, AL. Enclosed is a map that shows the project site.

Review the proposed project and make a determination as to whether it is in conformance with SHPO requirements. The proposed project activities appear to be excluded as part of the of the programmatic agreement between ADECA and the SHPO; however, we are requesting concurrence because the Recreational Trails Program is not specifically mentioned in that agreement. Your prompt review and comments on this project will be greatly appreciated. If we have not received your comments within 30 days of the date of this letter, we will assume that you have no comment. If you should have any questions concerning this matter, contact Daniel Yurcaba at (256) 337-9425.

Sincerely,

Daniel Yurcaba
Planner
(256) 355-4515 (office)
(256) 337-9425 (cell)

**PROGRAMMATIC AGREEMENT BETWEEN
THE ALABAMA DEPARTMENT OF ECONOMIC AND COMMUNITY AFFAIRS
AND
THE ALABAMA STATE HISTORIC PRESERVATION OFFICE**

WHEREAS, the Alabama Department of Economic and Community Affairs (ADECA) and the Alabama State Historic Preservation Office (SHPO) (herein collectively referred to as the "Parties") have determined that the certain actions permitted or funded by ADECA with Federal funds, including, but not limited to the Community and Economic Development Programs (formerly HUD program CDBG), will not have an effect on properties listed on or eligible for the National Register of Historic Places (NR); and

WHEREAS, ADECA and SHPO have defined in this agreement those activities which will not require individual consultation with the SHPO; and

WHEREAS, on March 24, 2008, ADECA notified and invited the Advisory Council on Historic Preservation (ACHP) to participate in the Section 106 consultation process and the ACHP declined to participate in the consultation; and

WHEREAS, ADECA and the SHPO have defined in this agreement those activities which would provide for the protection of unexpected discovery of significant resources pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f) and the Advisory Council on Historic Preservation's (Council) regulations, 36 CFR Part 800;

NOW, THEREFORE, ADECA and the SHPO agree that the following undertaking shall take place without further consultation with the SHPO except for those items specifically stipulated.

EXCLUDED ACTIVITIES

The following activities may proceed without individual comment from the SHPO.

1. Work on sewer and water lines and drainages within highway right-of-way (ROW) or otherwise previously disturbed areas. Previously disturbed areas are defined as those areas which have received prior impact by construction, clearing grading, or erosion to subsoil or disturbed to the same depth as proposed work.
2. Street improvements limited to street and/or ROW.
3. Work within existing municipal parks, including ballparks and playgrounds, for which no expansion is necessary.
4. Acquisition of new equipment, such as playground equipment.
5. Acquisition of new property. However, any proposed activities on the acquired property must be coordinated with SHPO.

2-SAO
JUN 10 2014
15:00

6. Rehabilitation or demolition of buildings less than fifty years old.
7. Work on walking trails limited to existing trail and/or ROW.
8. Rehabilitation or other work on structures at least fifty years old which requires no ground disturbance and meets one or more of the following criteria:
 - a) Replacement of roof in-kind, that is, composition shingles with new composition shingles.
 - b) Repair and in-kind replacement of deteriorated wood siding, in-kind or with cement-fiber siding which matches the original.
 - c) Painting, inside and out, as long as prep work consists of scraping, hand sanding, and exterior pressure washing at 300 PSI or less.
 - d) Repair and replacement of heating, venting and air conditioning using existing ductwork.
 - e) Repair or replacement of plumbing pipes and non-historic fixtures.
 - f) Repair of gypsum wallboard or plaster. Ceilings should have smooth finish.
 - g) Repair of floors in-kind, that is, with material exactly like what is there, and/or replacement of floor covering.
 - h) Repair of original windows and glass.
 - i) Replacement or repair of piers not visible from the exterior.
 - j) Perimeter or exterior foundation work, as long as the work matches the original.

STIPULATIONS

ADECA shall ensure that consultation with the SHPO shall take place for the following individual activities by providing SHPO with a completed Project Review Consultation Form (Appendix A) and any other material helpful to the SHPO in making its recommendations for the project.

1. New construction or ground disturbance of any kind which is not within ROW or existing Municipal Park or playground.
2. Demolition of structures at least fifty years of age.
3. Rehabilitation or other work on structures which does not meet the criteria as outlined in EXCLUDED ACTIVITY 8 a-j above.
4. Fill material needed for the project should come from a SHPO-approved source (borrow pit). The source (borrow area) of any fill material to be used for a project must be reviewed by SHPO unless the source is an existing, previously borrowed area and expansion of the borrow area is not necessary for the project.

Water obstruction & encroachment permit (not applicable)

Regarding, Environmental Permits, Cullman County intends to request that all work qualify under the existing Nationwide Permit No. 3 (NWP #3) and will self-certify compliance to terms of NWP3. All work will be less than 1 acre of disturbed ground.

Except for the bridge abutments, all work will be completed within a workday such that no disturbed ground or loose excavation will be subject to erosion. Silt fence and other best management practices will be used to contain erodible material from leaving work areas such as the bridge abutments. All work will remain within existing structures and trails/roadways. All construction will be above the mudline and no obstructions to the streambed will occur. Improvement to the Bridges and culvert installation will improve the floodway by removing existing obstructions that result in debris deposits and subsequent flooding of surrounding areas.

Please let me know if you have any questions.

Thank you,

R. Bryan Cheatwood, P.E.
Cullman County Engineer
2883 Hwy 69 North
Cullman, AL 35058
(256) 796-2266

National Flood Hazard Layer FIRMette



86°59'45"W 33°58'N

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

Without Base Flood Elevation (BFE)
Zone A, V, A99

With BFE or Depth Zone AE, AO, AH, VE, AR

Regulatory Floodway

SPECIAL FLOOD HAZARD AREAS

0.2% Annual Chance Flood Hazard, Area of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X

Future Conditions 1% Annual Chance Flood Hazard Zone X

Area with Reduced Flood Risk due to Levee, See Notes, Zone X

Area with Flood Risk due to Levee Zone D

OTHER AREAS OF FLOOD HAZARD

NO SCREEN

Area of Minimal Flood Hazard Zone X

Effective LOMRS

Area of Undetermined Flood Hazard Zone

OTHER AREAS

GENERAL STRUCTURES

Channel, Culvert, or Storm Sewer

Levee, Dike, or Floodwall

Cross Sections with 1% Annual Chance

Water Surface Elevation

Coastal Transect

Base Flood Elevation Line (BFE)

Limit of Study

Jurisdiction Boundary

Coastal Transect Baseline

Profile Baseline

Hydrographic Feature

OTHER FEATURES

Digital Data Available

No Digital Data Available

Unmapped

MAP PANELS

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 2/23/2021 at 11:02 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



86°59'7"W 33°57'31"N

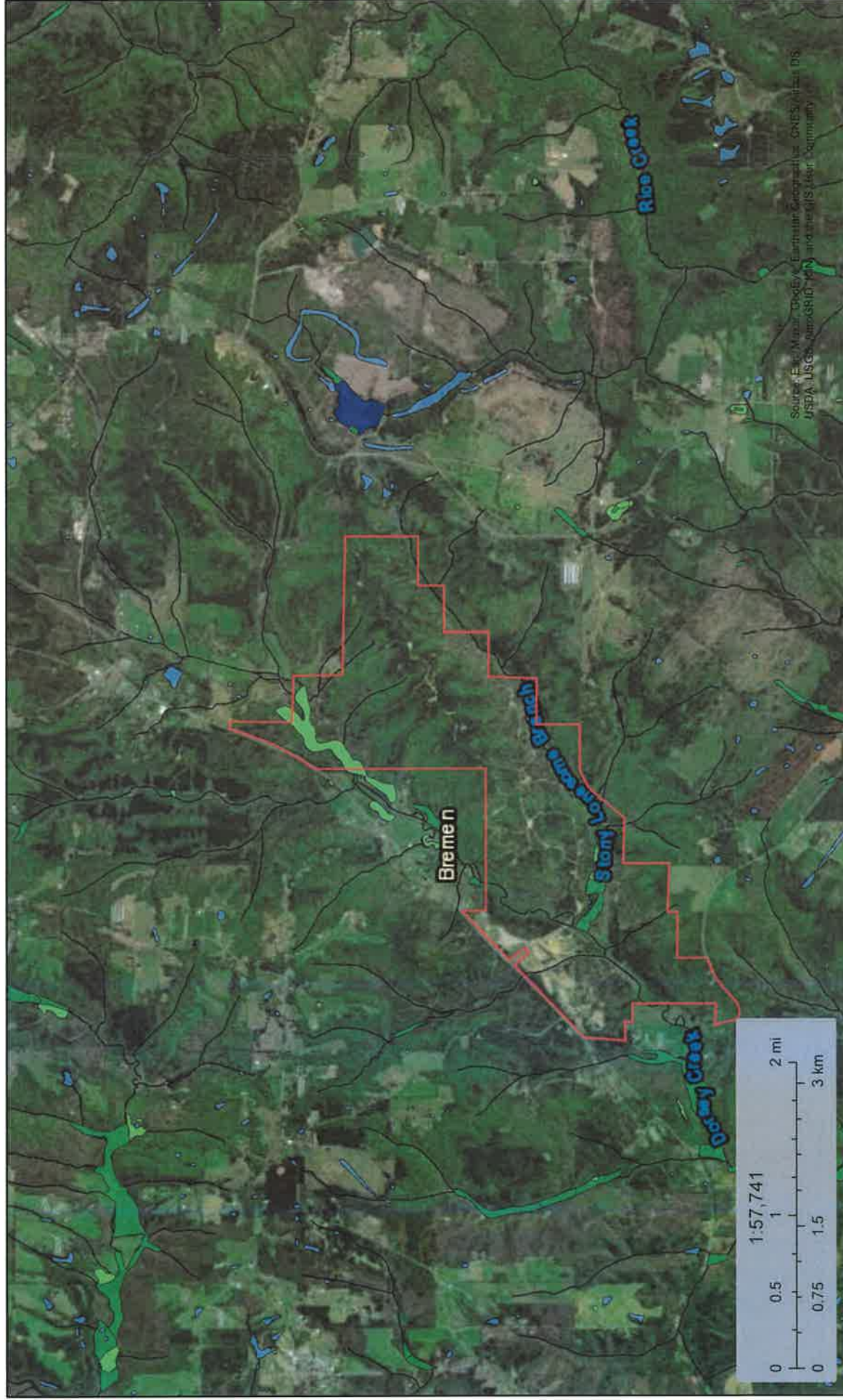




U.S. Fish and Wildlife Service

National Wetlands Inventory

STONY LONESOME OHV PARK LOCATION



February 3, 2021

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond

- Lake
- Other
- Riverine

PROJECT LOCATION

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

**STATE OF ALABAMA
CULLMAN COUNTY**

**NO OPINION RENDERED
NO ABSTRACT REQUESTED**

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS:

That for and in consideration of Ten and No/100 Dollars (\$10.00) and other valuable considerations to the undersigned grantor or grantors in hand paid by the grantees herein, the receipt whereof is acknowledged, I or we,

CULLMAN COUNTY

(herein referred to as GRANTORS) do grant, bargain, sell and convey unto

CULLMAN COUNTY

(herein referred to as GRANTEE), the following described real estate, situated in Cullman County, Alabama, to-wit:

A TRACT OR PARCEL OF LAND CONTAINING 1,456.6 ACRES OF LAND, MORE OR LESS AND BEING A PART OF SECTIONS 20, 21, 28, 29, 30, 31 AND 32, ALL IN TOWNSHIP 12 SOUTH, RANGE 4 WEST, CULLMAN COUNTY, ALABAMA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT A FOUND 3 INCH PIPE MARKING THE SOUTHEAST CORNER OF SECTION 21, TOWNSHIP 12 SOUTH, RANGE 4 WEST, CULLMAN COUNTY, ALABAMA AND RUN NORTH 00 DEGREES 13 MINUTES 49 SECONDS WEST, A DISTANCE OF 1319.55 FEET TO A FOUND CAPPED REBAR MARKING THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE NORTH 88 DEGREES 28 MINUTES 47 SECONDS WEST, A DISTANCE OF 1320.95 FEET TO A FOUND CAPPED REBAR MARKING THE NORTHWEST CORNER OF SAID QUARTER-QUARTER; THENCE NORTH 88 DEGREES 36 MINUTES 23 SECONDS WEST, A DISTANCE OF 1323.75 FEET TO A FOUND 3 INCH PIPE MARKING THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER; THENCE NORTH 88 DEGREES 23 MINUTES 26 SECONDS WEST, A DISTANCE OF 1317.46 FEET TO A FOUND 3 INCH PIPE MARKING THE NORTHWEST CORNER OF SAID QUARTER-QUARTER; THENCE NORTH 00 DEGREES 20 MINUTES 58 SECONDS WEST, A DISTANCE OF 1308.00 FEET TO A FOUND 1/2 INCH PIPE MARKING THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER; THENCE NORTH 88 DEGREES 33 MINUTES 10 SECONDS WEST, A DISTANCE OF 1328.87 FEET TO A SET REBAR MARKING THE NORTHWEST CORNER OF SAID QUARTER-QUARTER; THENCE NORTH 00 DEGREES 38 MINUTES 01 SECONDS WEST, AND RUN ALONG THE WEST LINE OF SAID SECTION 21, A DISTANCE OF 1747.54 FEET TO

A FOUND ½ INCH REBAR; THENCE SOUTH 89 DEGREES 03 MINUTES 27 SECONDS WEST, A DISTANCE OF 143.17 FEET TO A FOUND REBAR ON THE EASTERLY RIGHT-OF-WAY LINE OF STATE HIGHWAY NO. 69 (120' R.O.W. WIDTH); THENCE SOUTH 21 DEGREES 32 MINUTES 17 SECONDS WEST, AND RUN ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 1179.81 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 14 DEGREES 40 MINUTES 21 SECONDS, A RADIUS OF 5789.58 FEET, AND A CHORD BEARING OF SOUTH 28 DEGREES 52 MINUTES 28 SECONDS WEST; THENCE RUN ALONG THE ARC OF SAID CURVE AN ARC DISTANCE OF 1482.61 FEET TO A SET REBAR MARKING THE INTERSECTION OF SAID SOUTH RIGHT-OF-WAY LINE WITH THE WEST LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 20; THENCE SOUTH 00 DEGREES 48 MINUTES 36 SECONDS EAST, A DISTANCE OF 629.26 FEET TO A FOUND ½ INCH PIPE MARKING THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE SOUTH 00 DEGREES 23 MINUTES 39 SECONDS EAST, A DISTANCE OF 1307.54 FEET TO A FOUND 3 INCH PIPE; THENCE SOUTH 00 DEGREES 09 MINUTES 37 SECONDS EAST, A DISTANCE OF 2664.28 FEET TO A FOUND 3 INCH PIPE MARKING THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 29; THENCE NORTH 88 DEGREES 56 MINUTES 35 SECONDS WEST, A DISTANCE OF 1321.47 FEET TO A FOUND REBAR MARKING THE SOUTHWEST CORNER OF SAID QUARTER-QUARTER; THENCE NORTH 88 DEGREES 41 MINUTES 20 SECONDS WEST, A DISTANCE OF 1323.26 FEET TO A SET REBAR MARKING THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER; THENCE NORTH 88 DEGREES 45 MINUTES 25 SECONDS WEST, A DISTANCE OF 1323.05 FEET TO A FOUND 3 INCH PIPE MARKING THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 29; THENCE NORTH 02 DEGREES 24 MINUTES 10 SECONDS WEST, AND RUN ALONG AN AGREEMENT LINE, A DISTANCE OF 570.19 FEET TO A SET REBAR ON THE SOUTH RIGHT-OF-WAY LINE OF STATE HIGHWAY NO. 69; THENCE SOUTH 45 DEGREES 59 MINUTES 17 SECONDS WEST, AND RUN ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 1980.89 FEET TO A SET REBAR MARKING THE NORTHEAST CORNER OF A CEMETERY LOT; THENCE SOUTH 40 DEGREES 00 MINUTES 02 SECONDS EAST, AND RUN ALONG A FENCE LINE, A DISTANCE OF 347.68 FEET TO A FENCE POST; THENCE SOUTH 38 DEGREES 45 MINUTES 31 SECONDS EAST AND CONTINUE ALONG SAID FENCE, A DISTANCE OF 235.87 FEET TO A SET REBAR; THENCE SOUTH 72 DEGREES 41 MINUTES 14 SECONDS WEST, AND RUN ALONG A FENCE, A DISTANCE OF 183.29 FEET TO A SET REBAR; THENCE NORTH 41 DEGREES 17 MINUTES 41 SECONDS WEST, AND RUN ALONG A FENCE, A DISTANCE OF 499.92 FEET TO A SET REBAR ON THE SOUTH RIGHT-OF-WAY LINE OF SAID STATE HIGHWAY NO.

69; THENCE SOUTH 45 DEGREES 59 MINUTES 17 SECONDS WEST, AND RUN ALONG SAID RIGHT-OF-WAY LINE, DISTANCE OF 2869.74 FEET TO A SET REBAR ON THE EAST RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 30 (80' R.O.W. WIDTH) AND BEING IN A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 11 DEGREES 29 MINUTES 49 SECONDS, A RADIUS OF 5724.09 FEET AND A CHORD BEARING OF SOUTH 03 DEGREES 19 MINUTES 27 SECONDS WEST; THENCE RUN ALONG THE ARC OF SAID CURVE AN ARC DISTANCE OF 1148.58 FEET TO A SET REBAR; THENCE NORTH 89 DEGREES 36 MINUTES 58 SECONDS EAST, A DISTANCE OF 1014.71 FEET TO A SET REBAR; THENCE SOUTH 00 DEGREES 36 MINUTES 44 SECONDS WEST, A DISTANCE OF 2604.34 FEET TO A FOUND 3 INCH PIPE MARKING THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 31; THENCE SOUTH 89 DEGREES 26 MINUTES 43 SECONDS WEST, AND RUN ALONG THE ACCEPTED SOUTH LINE, A DISTANCE OF 598.22 FEET TO A FOUND 1 INCH PIPE; THENCE RUN SOUTH 27 DEGREES 00 MINUTES 39 SECONDS EAST, A DISTANCE OF 585.90 FEET TO A SET REBAR MARKING THE NORTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 30 (BASED ON AN 80' R.O.W. WIDTH) AND BEING THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 29 DEGREES 51 MINUTES 43 SECONDS, A RADIUS OF 110.00 FEET AND A CHORD BEARING OF SOUTH 71 DEGREES 57 MINUTES 30 SECONDS EAST; THENCE RUN ALONG THE ARC OF SAID CURVE AN ARC DISTANCE OF 57.33 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 86 DEGREES 53 MINUTES 21 SECONDS EAST, A DISTANCE OF 141.16 FEET TO A SET REBAR MARKING THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 43 DEGREES 02 MINUTES 56 SECONDS, A RADIUS OF 235.00 FEET AND A CHORD BEARING OF NORTH 71 DEGREES 35 MINUTES 11 SECONDS EAST; THENCE RUN ALONG THE ARC OF SAID CURVE AN ARC DISTANCE OF 176.57 FEET TO THE POINT OF TANGENCY; THENCE NORTH 50 DEGREES 03 MINUTES 43 SECONDS EAST, A DISTANCE OF 454.92 FEET TO A SET REBAR MARKING THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 02 DEGREES 24 MINUTES 08 SECONDS, A RADIUS OF 1540.00 FEET AND A CHORD BEARING OF NORTH 51 DEGREES 15 MINUTES 47 SECONDS EAST; THENCE RUN ALONG THE ARC OF SAID CURVE AN ARC DISTANCE OF 64.57 FEET TO THE POINT OF TANGENCY; THENCE NORTH 52 DEGREES 27 MINUTES 51 SECONDS EAST, A DISTANCE OF 369.34 FEET TO A SET REBAR MARKING THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 20 DEGREES 02 MINUTES 33 SECONDS, A RADIUS OF 450.00 FEET AND A CHORD BEARING OF NORTH 62 DEGREES 29 MINUTES 07 SECONDS EAST; THENCE RUN ALONG THE ARC OF SAID CURVE AN ARC DISTANCE OF 157.41 FEET TO THE POINT OF TANGENCY; THENCE NORTH 72 DEGREES 30 MINUTES 24 SECONDS EAST, A DISTANCE OF 244.41 FEET TO A SET

DEED 569 226

REBAR MARKING THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 08 DEGREES 21 MINUTES 29 SECONDS, A RADIUS OF 235.00 FEET AND A CHORD BEARING OF NORTH 68 DEGREES 19 MINUTES 39 SECONDS EAST; THENCE RUN ALONG THE ARC OF SAID CURVE AN ARC DISTANCE OF 34.28 FEET TO THE POINT OF TANGENCY; THENCE NORTH 64 DEGREES 08 MINUTES 55 SECONDS EAST, A DISTANCE OF 241.69 FEET TO A SET REBAR MARKING THE INTERSECTION OF SAID NORTH RIGHT-OF-WAY OF COUNTY ROAD NO. 30 WITH THE EAST LINE OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 31; THENCE NORTH 00 DEGREES 42 MINUTES 57 SECONDS EAST, A DISTANCE OF 691.41 FEET TO A SET REBAR MARKING THE SOUTH LINE OF THE NORTH 10 ACRES; THENCE NORTH 89 DEGREES 27 MINUTES 56 SECONDS EAST, AND RUN ALONG SAID SOUTH LINE, A DISTANCE OF 1339.08 FEET TO A SET REBAR; THENCE NORTH 00 DEGREES 53 MINUTES 29 SECONDS EAST, A DISTANCE OF 327.62 FEET TO A FOUND 3 INCH PIPE MARKING THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 32; THENCE SOUTH 88 DEGREES 33 MINUTES 58 SECONDS EAST, A DISTANCE OF 1323.48 FEET TO A FOUND ALUMINUM POST MARKING THE SOUTHEAST CORNER OF SAID QUARTER-QUARTER; THENCE NORTH 00 DEGREES 49 MINUTES 09 SECONDS EAST, A DISTANCE OF 1335.55 FEET TO A SET REBAR MARKING THE SOUTHWEST CORNER OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 32; THENCE SOUTH 88 DEGREES 31 MINUTES 46 SECONDS EAST, A DISTANCE OF 1314.78 FEET TO A FOUND REBAR MARKING THE SOUTHEAST CORNER OF SAID QUARTER-QUARTER; THENCE NORTH 01 DEGREES 10 MINUTES 58 SECONDS EAST, A DISTANCE OF 1332.00 FEET TO A FOUND 3 INCH PIPE MARKING THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 29; THENCE SOUTH 88 DEGREES 48 MINUTES 24 SECONDS EAST, A DISTANCE OF 1322.84 FEET TO A FOUND 3 INCH PIPE MARKING THE SOUTHEAST CORNER OF SAID QUARTER-QUARTER; THENCE SOUTH 88 DEGREES 19 MINUTES 06 SECONDS EAST, A DISTANCE OF 1323.62 FEET TO A FOUND 3 INCH PIPE MARKING THE SOUTHWEST CORNER OF SECTION 28; THENCE NORTH 00 DEGREES 09 MINUTES 36 SECONDS WEST, A DISTANCE OF 1334.62 FEET TO A SET REBAR MARKING THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER; THENCE SOUTH 88 DEGREES 57 MINUTES 29 SECONDS EAST, A DISTANCE OF 1316.98 FEET TO A FOUND REBAR MARKING THE NORTHEAST CORNER OF SAID QUARTER-QUARTER; THENCE NORTH 00 DEGREES 11 MINUTES 43 SECONDS WEST, A DISTANCE OF 1331.69 FEET TO A FOUND REBAR MARKING THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER; THENCE SOUTH 88 DEGREES 27 MINUTES 19 SECONDS EAST, A DISTANCE OF 1319.60 FEET TO A SET REBAR MARKING THE

NORTHEAST CORNER OF SAID QUARTER-QUARTER; THENCE NORTH 00 DEGREES 16 MINUTES 49 SECONDS EAST, A DISTANCE OF 1329.27 FEET TO A FOUND REBAR MARKING THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 28; THENCE SOUTH 88 DEGREES 31 MINUTES 55 SECONDS EAST, A DISTANCE OF 1317.65 FEET TO A FOUND REBAR MARKING THE SOUTHEAST CORNER OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER; THENCE NORTH 00 DEGREES 55 MINUTES 55 SECONDS WEST, A DISTANCE OF 658.21 FEET TO A SET REBAR MARKING THE SOUTHWEST CORNER OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 28; THENCE SOUTH 88 DEGREES 48 MINUTES 39 SECONDS EAST, A DISTANCE OF 1318.62 FEET TO A FOUND REBAR MARKING THE SOUTHEAST CORNER OF SAID NORTH HALF; THENCE NORTH 00 DEGREES 08 MINUTES 22 SECONDS WEST, A DISTANCE OF 650.16 FEET TO THE POINT OF BEGINNING.

The property identified in this deed has been acquired and/or developed with federal financial assistance provided by the National Park Service of the U.S. Department of the Interior in accordance with the Land and Water Conservation Fund Act of 1965, as amended, 16 U.S.C. 4601-5 et seq. (1970 ed). Pursuant to a requirement of that law, this property may not be converted to other than public outdoor recreation uses (whether by transfer, sale, or in any other manner) without the express written approval of the Secretary of the Interior. By Law, the Secretary shall approve such conversion only if he finds it to be in accord with then existing Statewide Comprehensive Outdoor Recreation Plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.

This description provided to Fuller & Willingham by Grantor(s). The draftsman makes no warranty that the description referenced in this document is correct, or that the Grantor(s) is/are the owner(s) of the premises. Unless separately contracted for, no title examination has been performed, and there are no representations made that any subdivision restrictions, state, county or city regulations have been complied with. Further, there are no warranties concerning prescription or adverse possession by surrounding land owners, or existing easements that may exist on the property but are not referenced in this document.

TO HAVE AND TO HOLD, to the said Grantees, his/her/their heirs and assigns forever.

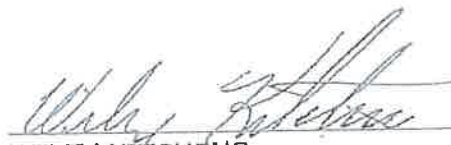
And I (we) do for myself (ourselves) and for my (our) heirs, executors, and administrators covenant with the said GRANTEES, their heirs and assigns, that I am (we are) lawfully seized in fee simple of said premises; that they are free from all encumbrances unless otherwise noted above; that I (we) have a good right to sell

and convey the same as aforesaid; that I (we) will and my (our) heirs, executors and administrators shall warrant and defend the same to the said GRANTEES, their heirs and assigns forever, against the lawful claims of all persons.

IN WITNESS WHEREOF, I (we) have hereunto set my (our) hand(s) and seal(s), this 11th day of May, 2007.

CULLMAN COUNTY COMMISSION

BY:



WILEY KITCHENS

Its: Chairman

STATE OF ALABAMA

COUNTY OF CULLMAN

I, the undersigned authority, a Notary Public in and for said County, in said State, hereby certify that WILEY KITCHENS, as Chairman of the Cullman County Commission and whose name(s) is/are signed to the foregoing conveyance, and who is/are known to me, acknowledged before me on this day, that, being informed of the contents of the conveyance, he/she/they executed the same voluntarily on the day the same bears date.

Given under my hand and official seal, this the 11 day of May, 2007.



NOTARY PUBLIC

My Commission Expires: 5-18-2010

SEND TAX NOTICE TO:

Environmental Screening Form (ESF)

This is a working tool for planners and decision-makers to use to identify the degree of potential impacts to resources that may occur as a result of federal approval of the proposal. It also serves as the administrative record documenting the applicant's efforts to identify and consider impacts during proposal development. Your ESF responses may change as the planning process refines the proposal that will ultimately be submitted along with the final completed ESF for federal review and decision.

As early as possible in your planning process, consider how your proposal/project may have direct, indirect, and cumulative impacts on the human environment. Early identification of possible environmental resource impacts can be used during proposal development and assist in identifying ways to lessen impacts. Initiating or completing environmental analysis after a decision has been made is contrary to both the spirit and letter of the law of the National Environmental Policy Act.

The ESF should be completed with input from resource experts and in consultation with relevant local, state, tribal, and federal governments, as applicable. The interested and affected public should be notified of the proposal and invited to provide input as well. At a minimum, a site inspection of the affected area must be conducted by individuals who are familiar with the type of affected resources, possess the ability to identify potential resource impacts, and know when to seek additional data when needed.

At the time of proposal submission, the completed ESF should reflect the applicant's final determination of the extent to which the proposal will impact the list of resources on the form. The results of the completed ESF will assist in the identification of the appropriate NEPA pathway to be followed, i.e., categorical exclusion (CE), environmental assessment (EA), environmental impact statement (EIS). Also, the completed ESF will identify the resource topics and issues that should be presented and analyzed in an EA or an EIS, if required.

The ESF contains two parts that must be completed, Part A. Impacts to Environmental Resources and Part B. Mandatory Criteria.

Part A: For each environmental resource topic, choose an impact estimate level (none, negligible, minor, exceeds minor) that describes the degree of potential negative impact that may occur directly, indirectly and cumulatively as a result of federal approval of your proposal. These impact levels should be used to estimate specific impact levels on each separate resource and must be accompanied with a brief explanation of how the resource might be affected, how the impact level was determined, and why the chosen impact level is appropriate. If an environmental review has already been conducted on your proposal, is still viable, and it includes planned mitigation, explain this for each applicable resource and choose an impact level as mitigated. If the resource does not apply to your proposal, mark NA in the first column. Add any relevant resources (see A24) if not included in the list.

Use a separate sheet to explain all potential adverse impacts (negligible, minor, and those exceeding minor) as well as to indicate the type of data that still needs to be determined for each of the applicable resources listed below. Describe direct, indirect, and cumulative impacts as well as any planned mitigation already addressed in previous environmental reviews.

Part B: This is a list of mandatory impact criteria that preclude the use of categorical exclusions. If you answer “yes” or “maybe” for any of the mandatory criteria, you must develop an EA or EIS regardless of your answers in Part A. Explain all “yes” and “maybe” answers on a separate sheet.

Indicate potential for **adverse** impacts.

A. ENVIRONMENTAL RESOURCES	No Impacts or Not Applicable	Negligible Impacts	Minor Impacts	Impacts Exceed Minor EA/EIS required	More Data Needed to Determine EA/EIS required
1. Geological resources: soils, bedrock, slopes, streambeds, landforms, etc.		X			
2. Air quality	X				
3. Sound (noise impacts)	X				
4. Water quality/quantity	X				
5. Stream flow characteristics		X			
6. Marine/estuarine	NA				
7. Floodplains/wetlands	X	X			
8. Land use/ownership patterns; property values; community livability	NA				
9. Circulation, transportation	NA				
10. Plant/animal/fish species of special concern and habitat; state/federal listed or proposed for listing	NA				
11. Unique ecosystems, such as biosphere reserves, World Heritage sites, old growth forests, etc.	NA				
12. Unique or important wildlife/wildlife habitat	NA				
13. Unique or important fish/habitat	NA				
14. Introduce or promote invasive species (plant or animal)	NA				
15. Recreation resources, including parks, open space, conservation areas, rec. trails, facilities, services, opportunities, public access, etc.)	X				
16. Accessibility for populations with disabilities	X				
17. Overall aesthetics, special characteristics/features	X				
18. Historical/cultural resources, including landscapes, ethnographic, archeological, structures, etc.	NA				
19. Socioeconomics, including employment, occupation, income changes, tax base, infrastructure	X				
20. Minority and low-income populations	X				
21. Energy resources (geothermal, fossil fuels, etc.)	NA				
22. Other agency or tribal land use plans or policies	NA				
23. Land/structures with history of contamination/hazardous materials even if remediated	NA				
24. Other important environmental resources that should be addressed	NA				

B. MANDATORY CRITERIA If your proposal is approved, would it...	Yes	No	To be determined
1. Have significant impacts on public health or safety?		X	
2. Have significant impacts on such natural resources and unique geographic characteristics as historic or cultural resources; park, recreation, or refuge lands, wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands (E.O. 11990); floodplains (E.O. 11988); and other ecologically significant or critical areas?		X	
3. Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources [NEPA section 102(2)(E)]?		X	
4. Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks?		X	
5. Establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects?		X	
6. Have a direct relationship to other actions with individually insignificant, but cumulatively significant, environmental effects?		X	
7. Have significant impacts on properties listed or eligible for listing on the National Register of Historic Places, as determined by either the bureau or office? (Attach SHPO/THPO Comments)		X	
8. Have significant impacts on species listed or proposed to be listed on the List of Endangered or Threatened Species, or have significant impacts on designated Critical Habitat for these species?		X	
9. Violate a federal law, or a state, local, or tribal law or requirement imposed for the protection of the environment?		X	
10. Have a disproportionately high and adverse effect on low income or minority populations (Executive Order 12898)?		X	
11. Limit access to and ceremonial use of Indian sacred sites on federal lands by Indian religious practitioners or significantly adversely affect the physical integrity of such sacred sites (Executive Order 13007)?		X	
12. Contribute to the introduction, continued existence, or spread of noxious weeds or non-native invasive species known to occur in the area, or actions that may promote the introduction, growth, or expansion of the range of such species (Federal Noxious Weed Control Act and Executive Order 13112)?		X	
C. CATEGORICAL EXCLUSION CRITERIA			
13. Is the area previously disturbed and unlikely to result in any excavation beyond surface disturbance possibly impacting archaeology?	X		
14. Is the area regularly mowed and therefore unlikely to contain endangered species?		X	
15. Is there any surface water within direct proximity to the project which would require protection from construction impacts?	X		

Environmental Reviewers

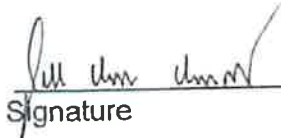
The following individual(s) provided input in the completion of the environmental screening form. List all reviewers including name, title, agency, and field of expertise. Keep all environmental review records and data on this proposal in state compliance file for any future program review and/or audit. There must be at least one person listed here.

1. Joey Hester, Director of Planning & Development, NARCOG, Community Development
2. Daniel Yurcaba, Planner, NARCOG, Community Development
3. Bryan Cheatwood, P.E., Engineer, Cullman County Commission, Engineering Dept.

The following individuals conducted a site inspection to verify field conditions. List name of inspector(s), title, agency, and date(s) of inspection. There must be at least one person listed here.

1. Daniel Yurcaba, Planner, NARCOG (1/28/2021)
2. Bryan Cheatwood, P.E., Engineer, Cullman County Commission (1/28/2021)
3. Tyler Lindsey, Park Manager, Stony Lonesome OHV Park (1/28/2021)

Signature of Chief Elected Official here:


Signature

3/1/2021
Date

Environmental Checklist for Recreational Trails Program ProjectCounty: CullmanProject Location: Stony Lonesome OHV ParkProject Sponsor/Applicant: Cullman County CommissionProject Description: Trail rehabilitation, bridge replacement, signage, solar lighting, kiosks, and maintenance equipment

Concurrence from Alabama Historical Commission attached?	Yes <input checked="" type="checkbox"/>	No <input checked="" type="checkbox"/>	LP LP LP
Concurrence from U.S. Fish and Wildlife Services attached?	Yes <input checked="" type="checkbox"/>	No <input checked="" type="checkbox"/>	
Concurrence from the U.S. Army Corps of Engineers attached?	Yes <input checked="" type="checkbox"/>	No <input checked="" type="checkbox"/>	
Tribal Consultation attached?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Was the property acquired before January 1992?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
If "No" explain property acquisition process (Use additional sheets if necessary):			
The Cullman County Commission owned 160 acres and in May of 2007 completed a purchase of multiple properties consisting of nearly 1,300 acres for the development of a recreational trails park for motorized vehicles. The 1,456 plus acre park caters to ATV's, rock crawlers, side-by-side, dirt bikes, and Jeeps, etc. There are over 70 miles of trails with each one rated and well-marked for level of difficulty, direction of travel, and vehicle restrictions.			

Note: If you have not received the concurrence letters by the application deadline, submit copies of the request letters. Concurrences over three (3) years old cannot be used and new concurrences must be obtained.

Required Letters of Concurrence and Release of Conditions

US Army Corps of Engineers

Mobile District Corps of Engineers	Nashville District Corps of Engineers
Chief, Regulatory Branch	Western Regulatory Field Office
Post Office Box 2288	2424 Danville Road, SW, STE N
Mobile, Alabama 36628-0001	Decatur, Alabama 35603
Phone: 251-690-2658	Phone Number: 256-350-5620

Alabama Historical Commission: Lee Anne Wofford, Deputy SHPO, Alabama Historical Commission, 468 South Perry Street, Montgomery, Alabama 36130-0900, Phone: 334-242-3184.

US Fish and Wildlife Service: Mr. Bill Pearson, Field Supervisor, US Fish and Wildlife Service, 1208-B Main Street, Daphne, Alabama 36526-4419, 251-441-5181.

Environmental Screening Form (ESF)

Part A

Environmental Resources

1. Geological resource: soils, bedrock, slopes, streambeds, landforms, etc. – Negligible Impact

The proposed project has been determined to have negligible impacts. Except for the bridge abutments, all trail work will be completed within a workday such that no disturbed ground or loose excavation will be subject to erosion. Silt fencing and other best management practices will be used to contain erodible material from leaving work areas such as the bridge abutments. All work on trails/roadways and existing bridge structures will occur within previously disturbed areas.

5. Stream flow characteristics – Negligible Impact

The proposed project has been determined to have negligible impacts. The proposed bridge replacements were designed by the County Engineer to improve the impact on the natural environment and will improve upon existing bridges in a variety of ways. The new bridge design will be more resilient to major weather events and allow for better stream flow by removing current mid-stream obstructions. The new bridges will be single span from bank to bank. Ultimately, the bridge improvements will improve stream flow characteristics. All project construction activities will be above the mudline and no obstructions to the streambed will occur. All work on trails/roadways and existing bridge structures will occur within previously disturbed areas.

7. Floodplains/wetlands – Negligible Impact

The proposed project has been determined to have negligible impacts. The proposed bridge replacements were designed by the County Engineer to improve the impact on the natural environment and will improve upon existing bridges in a variety of ways. The new bridge design will be more resilient to major weather events and allow for better stream flow by removing current mid-stream obstructions. The new bridges will be single span from bank to bank. Ultimately, the bridge improvements will improve floodplain/wetlands characteristics. Improvement to the Bridges and culvert installation will improve the floodway by removing existing obstructions that result in debris deposits and subsequent flooding of surrounding areas. All work on trails/roadways and existing bridge structures will occur within previously disturbed areas.

January 17, 2021

To Whom it may concern:

We have been coming to Stony Lonesome park for approximately 8 years or so and have enjoyed every minute of time spent there. It is a huge benefit for us and the whole community because my husband is an amputee and can enjoy the outdoors in comfort. Every office and bathhouse is easy for him to use. We have seen people from many other states come to Stony and we made several trips from Illinois before we moved to Alabama. We even stayed at the campground while house hunting in Alabama. We have had several occasions when our friends from Illinois and Mississippi and Tennessee have met us to ride and camp here.

The Office and outdoor workers are super friendly and helpful. We have had to use a call box on one occasion and help came quickly.

We have had to be pulled out of a hole a few times and the men ~~to~~ who came to help us were very friendly and hard working.

I have enjoyed fishing in the new fish pond also. I often see families riding and camping.

Special events and night rides are always a great time for all ages.

This park has been so much fun for us for so long and we have met some of our best friends here. We hope to keep riding here for a long time.

We have seen deer and snakes and rabbits and armadillos in the wild. I am always amazed at the beautiful views and love the small shelters with the trash cans on the trails.

Thank you Cullman County for allowing us to have a great time in the outdoors.

Thank you for your time.

Janne Lang
Jeanne Lang
626 Phillipstown Rd
Empire AL 35063
630-742-5061

Town of Dodge City
130 Howard Circle, Hanceville, Al. 35077

Mayor Tawana Canada

256 287 6034

To Whom It May Concern:

I believe Stony Lonesome OHV Park is an asset to the Town of Dodge City. It increases fuel sales along with fast food sales.

Sometimes we monitor traffic through Dodge City. On weekends when there is an event, at Stony Lonesome, traffic can increase as much as 15 %.

Also the Jeep Jamboree makes Dodge City Community Center their home base, providing another source of income.

Mayor Tawana Canada

Tawana Canada

To whom it may concern,

I would like to start with a thank you to the staff and administration of Stony Lonesome OHV, the park gives myself and family, as well as a large group of friends the ability to enjoy the outdoors and trails in a very quick, and convenient drive from home. Stony Lonesome is also a very viable tool to our family business as well, being Alabama's original, and oldest Polaris ORV dealer, we continually see the revenue on new unit sales, and parts and service to these vehicles directly contributed to the park itself, most noted is the amount of out of state parts sales due to the "night rides" and specific events put on by the park that attract riders from all over the southeast. I feel that the off-road recreation is a hobby that will continue to thrive and grow as manufactures continue to raise the bar on these products for all ages, family size, and budgets.

Stony Lonesome has become one of the premier OHV parks in the entire eastern US and you can see the out of state tags every time you pull into the parking lot. With the continued improvements such as the carwash, expanded camping and lodging, kids play area etc the park has taken steps to attract an even larger rider group. I feel the park has been very valuable to local revenue due to fuel, lodging, food and very many other sources of income. The staff and park have been very well into the safety of the riders every time we go, whether vehicle inspections at the main gate, to helmet checks and random patrol of trails, they take the riders safety very serious as should with the capability of these vehicles today.

I would like to end this by saying that I hope to see the park continue to grow with new trails, facilities, and equipment in order to keep the attraction of the off-road enthusiast such as myself that enjoy this park as a place to ride, camp and relax.

Nathan Basch

Basch Brothers Powersports

Cullman, AL

January 22, 2021

To Whom it may concern,

Stony Lonesome OHV Park has been an asset to this community over the past eleven years. My family and I have been able to work closely with the park staff over the past few years in various situations. From providing concessions at park events to meeting riders who come to visit our restaurant after riding all day, we have benefited in many ways. Not only our business but many other businesses have seen the benefits of the park as well. Local gas stations, restaurants, grocery stores and other business have seen influxes of customers due to the parks location. The park continuing to grow would help our community continue to grow. The carwash and storm shelter recently added to the park will benefit the town and our park for many years to come. Equipment and more lodging would benefit the park by helping it maintain and grow, which would lead to the growth of our community overall.

Thank you,

Patrick Watson

Owner of Kat Daddys

January 26, 2021

Dear Sir or Madam,

In many ways this community is more than just an area of people, it is friends and family who have each other's best interest at heart. The staff at the Stony Lonesome OHV Park are a great example of this fact. The park and its staff have helped provide a place for people near and far to gather to make memories, spend quality time with each other and meet new friends. Living in the area and watching the park grow from the start I have seen how far it has come and look forward to watching it continue to grow. With the new additions of the bath house, storm shelter and car wash the community continues to benefit as the park continues to grow into the destination that has help our small town become more well known. With more lodging to help host the crowds that visit the park and with equipment to help maintain the trails and grounds of the park the potential of the park is limitless. In the time since the park has opened local business have grown with the business of the park. Also, many students and clubs from the local schools have benefited from the exposure of the park. Bake sales and carwashes have allowed students to raise money for various trips and activities. Students volunteering has helped them to log hours required by various clubs. A few students were even able to win state and national competitions about event planning after shadowing park employees. In the years since the park has opened it has become an asset to our community and I am eager to see all the ways it will continue to grow and benefit this area.

Thank you,

Stephanie Blair



To whom it may concern,

On March 20th, 2009 I started working at the Stony Lonesome OHV Park as a customer service representative. Since that day I have been through a lot with this park and it has become my second home. We started out in the little travel trailer checking in park patrons who came to ride what trails we had and have grown into a destination that people have visited from all over the world. In my time here I have met people from all different back grounds. From the groups who came to compete in a Baja event from various countries, to a photographer from Iceland, to the couple from Germany that couldn't believe people "took vehicles into the wilderness". Meeting all the people from far away has been very enjoyable and interesting, however a lot of my favorite memories are the ones made with the people who have also viewed this park as a second home. I have met customers who have turned into friends and developed family style relationships. I have witnessed as couples who came here when they first started dating became engaged here, married here and eventually grew into families who now bring their children and teach them to love off roading. Since opening we have added camping, a playground area, a pond for fishing, and most recently a bath house, storm shelter and carwash. We have hosted countless events and paired with several others who have hosted events here, some of which benefited people in need. I grew up in this area, so I have seen firsthand how the community has also grown since the park opened. I truly believe the local businesses that have grown or developed in the past decade have been in part because of the traffic generated by the park. Thinking back to when the park opened to what it is today it thrills me to see the growth. In the past year we have had approximately 35,000 visitors, 3,000+ of those were also campers. Those numbers were once a distant dream that has now become a reality. In the years to come I believe the park will continue to develop and grow even bigger. With the developments that are being planned by our staff and wonderful administration I am eager to see where we are ten years from now.

Thank you,

Haley Briscoe

Office Manager

Stony Lonesome OHV Park

STONY LONESOME OHV PARK
10075 AL HWY 69 SOUTH, BREMEN, AL 35033
WWW.STONYLONESOMEOHV.US
STONYLONESOMEOHV@CO.CULLMAN.AL.US
256-287-1133

ATTACHMENTS

Resolution

Detailed Project Budget with Descriptive Narrative

Schedule of Project Activities: 18-months

Preliminary Site Plan

Location/Vicinity Map

Verification of SAM.gov Registration

Environmental Concurrence

- Concurrence from the U.S. Army Corps of Engineers
- Concurrence from the U.S. Fish and Wildlife Service
- Concurrence from the Alabama Historical Commission
 - ADECA Programmatic Agreement between ADECA & AHC
- Concurrence Maps

Copy of Warranty Deed to Property

Letters of Support

Extra Attachments:

Environmental Screening Form (ESF) – Negligible Impact Responses

Operations and Maintenance Plan and FY 2021 Budget

Stony Lonesome OHV Park Rules and Regulations

Event Schedules: 2019, 2020, and 2021

Stony Lonesome OHV Park Master Plan

Budget Documents – County Engineer

Construction Drawings

Project Photo Pages

Water obstruction & encroachment permit (not applicable)

STONY LONESOME OHV PARK RULES & REGULATIONS

LAND USE – Riders must have wristbands for identification. You must stop if signaled by park ranger or Stony Lonesome Staff.

HELMETS – DOT helmets must be worn at all times on all open motorized vehicles.

SEATBELTS – Must be worn at all times by all occupants in a motorized vehicle.

DOUBLE RIDING – The OHV Park recommends following manufacturers guidelines. No riders in the bed of any motorized vehicle. Number of riders must pertain to number of seatbelts.

MINORS – 19 and under must have a parent or legal guardian sign a waiver to ride and be on site at all times.

TRAILS – Ride cautiously and safely at all times. Stay on marked trails and obey all signs, gates, and barriers. See map for one way and two-way markings. No riding in creek beds. Cross only at marked crossings.

SPEED LIMITS – 10 MPH in parking lots, 15 MPH on service roads. Excessive speed or reckless driving will not be tolerated. Please follow posted speed. Do not under any circumstances perform any activity that will degrade campground including, but not limited to, drag racing, cyclones, doughnuts, burn outs, creek riding, littering, etc.

ALCOHOL – No alcohol or illegal substances will be allowed on park premises.

FIREWORKS – No fireworks will be allowed.

COOLERS – Only park staff personnel will check coolers upon entry to the trails and at any time while on the property. Glass bottles are not allowed on the property.

EXTREME HILL REQUIREMENTS – Any vehicle riding on an extreme hill must have all of the following:

1. 4-point harness
2. Roll bar protection or fully enclosed cab
3. Secure all items
4. Working Brakes

RIDE AT YOUR OWN RISK – Drivers and passengers ride at their own risk. Do not attempt an obstacle if you do not think you or your rig is capable.

PARK OPERATION HOURS – 8AM until 5PM (winter hours) and 8AM to 6PM (summer hours)

DAMAGE, LOSS, THEFT, OR INJURY – Stony Lonesome OHV Park is neither liable nor responsible for damage, loss, or theft of personal property or for the injury to visitors.

LITTER – Litter laws are strictly enforced. Users are expected to use trash receptacles or to remove any trash they bring with them.

OHV REGULATIONS – OHV's must have properly functioning spark arrestors and mufflers.

OTHER RIDERS – Be considerate of other riders while riding trails and report any unauthorized or illegal behavior observed.

DISCIPLINARY ACTIONS – Anyone caught not abiding by the rules set by the Stony Lonesome OHV Park will be subject to the following disciplinary actions with no refunds:

1st Offense – Verbal/Written Warning

2nd Offense – 1 Day Suspension

3rd Offense – 1 Year Suspension

4th Offense – Permanent Ban

Alcohol Offense – Violators will be ejected from the park immediately without a refund

1st Offense – 1 Day Suspension

2nd Offense – 1 Year Suspension

3rd Offense – Permanent Ban

ASSUMPTION OF RISK – We acknowledge that engaging in the activities has inherent risks and dangers which include, without limitation:

- (a) Encounters and or collisions with wildfire, animals, insects, ORVS, and other objects
- (b) Encounters with hazards, including without limitation, varying terrains, trees, creeks, water, bridges, traveled roads, roots, stumps, forest growth, debris, rocks, cliffs, and other obstacles
- (c) Being in close proximity with other persons and with ORVs
- (d) Inclement weather and extreme temperatures, hypothermia, frost bite, or heat stroke
- (e) The negligence and or otherwise wrongful acts and or omissions of others
- (f) The unavailability of immediate medical attention and/or;
- (g) Damage to and/or loss of property

We understand the risks, hazards, and dangers associated with the Activities, and have had the opportunity to discuss them with the Park staff and others of our choosing. We represent that we are in good physical health and that we have the mental and physical ability to safely engage in the activities. We further represent that none of us has recently had surgery, takes blood thinners, is pregnant, suffers from a medical condition that could be worsened by strenuous or jarring physical activity, or has otherwise been advised by a physician not to engage in strenuous or jarring activity.

ALL PARTICIPANTS MUST CHECK IN AND OUT AT MAIN OFFICE.

FAILURE TO CHECKOUT WILL RESULT IN COST OF MISSING PERSON SEARCH

Stony Lonesome OHV Park

2019

Event Schedule

- January 12th – Night Ride
- February 2nd – B.O.G Barbie Jeep Race / Night Ride
- March 9th – Night Ride / 10th Birthday Bash
- March 30th Night Ride
- April 13th – Night Ride
- April 27th – Night Ride / Guided Ride
- May 11th – Mud Run 5K
- May 25th – Memorial Day Night Ride
- June 8th – Night Ride / Poker Run
- June 22nd – Night Ride
- July 6th - Dirt Therapy Day / Night Ride
- July 27th – B.O.G Barbie Jeep Race / 24 Hour Night Ride
- August 31st – Labor Day Night Ride
- September 2nd – Pepsi Free Day
- September 12th–14th–Jeep Jamboree (Must register with JJUSA)
- September 21st – Night Ride / Jeep Invasion
- October 12th – Night Ride
- October 26th – 24 Hour Night Ride
- November 9th – Night Ride / B.O.G Wheelin' to Help
- November 29th – Black Friday Night Ride
- December 14th – Christmas Scavenger Hunt
- December 28th – Night Ride

* List is subject to change*

** For more information follow us on FACEBOOK **

For more information please call 256-287-1133

Stony Lonesome OHV Park

2020

Event Schedule

- January 11th – Night Ride
- February 1st – B.O.G Barbie Jeep Race / Night Ride
- February 29th – Leap Year Night Ride
- March 14th – Night Ride
- **Cancelled** - March 28th – Night Ride
- **Cancelled** - April 11th – Adult Easter Egg Hunt (Call for details)
- **Cancelled** - April 25th – Night Ride
- **Cancelled** - May 2nd – 5K Mud Run
- **Cancelled** - May 9th – Night Ride
- **Cancelled** - May 23rd – Memorial Day Night Ride
- June 6th – Night Ride
- June 20th – Night Ride
- July 11th –Night Ride
- July 25th –24 Hour Night Ride
- August 15th – Night Ride
- September 5th – Labor Day Night Ride
- September 7th – Pepsi Free Day
- September 19th –Night Ride
- October 10th – Night Ride
- October 24th – 24 Hour Night Ride
- November 14th – B.O.G Wheelin' to Help / Night Ride
- November 27th – Black Friday Night Ride
- December 12th –Night Ride

* List is subject to change*

** For more information follow us on FACEBOOK **

For more information please call 256-287-1133



STONY LONESOME OHV PARK

DALLMAN COUNTY, ALABAMA

[HOME](#)[EVENTS](#)[CABINS](#)[PHOTOS](#)[VIDEOS](#)[LOCAL](#)[CONTACT](#)

2021 EVENT SCHEDULE

- January
 - 2 - Night Rider
 - 16 - Night Ride
- February
 - 6 - B.O.G. Barbie Jeep Race
 - 6 - Night Ride
- March
 - 13 - Night Ride
 - 27 - Night Ride
- April
 - 24 - Night Ride
- May
 - 8 - 5K Mud Run
 - 15 - Night Ride
 - 29 - Memorial Day Night Ride
- June
 - 12 - Night Ride
 - 26 - Night Ride
- July
 - 10 - Night Ride
 - 24 - 24 Hour Night Ride

- 24 - B.O.G. Barbie Jeep Race
- August
 - 14 - Night Ride
- September
 - 4 - Labor Day Night Ride
 - 6 - Pepsi Free Day
 - 18 - Jeep Invasion
 - 18 - Night Ride
- October
 - 9 - Night Ride
 - 23 - 24 Hour Night Ride
- November
 - 13 - B.O.G. Wheelin' to Help
 - 13 - Night Ride
 - 26 - Black Friday Night Ride
- December
 - 11 - Night Ride

List is subject to change

****For More Information follow us on [FACEBOOK](#)****

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Designed and Maintained by
Cullman County County Commission



CULLMAN COUNTY ROAD DEPARTMENT

ESTIMATE FOR ROAD REPAIR/MAINTENANCE/CONSTRUCTION

As of: February 17, 2021

District

2

THIS ESTIMATE IS NOT A QUOTE AND IS TO BE USED FOR INFORMATION PURPOSES ONLY. DUE TO FLUCTUATION IN COST OF ROAD BUILDING MATERIALS AMOUNTS CONTAINED WITHIN THIS ESTIMATE CANNOT BE GUARANTEED.

PROJECT NAME / ROAD NUMBER:

STONEY LONESOME TRAIL NO.

SCOPE OF WORK: Grade, Drain, and Base Trails(@40% of Trail Length). Install Drainage Culverts	HOURS:	240	
			UNIT
	LENGTH:	12672.00	FT
	WIDTH:	10	FT
	DEPTH:	12	IN
	AREA:	14080	SY
	VOLUME:		CF

EMPLOYEE CLASSIFICATION	# HOURS	RATE W/ BNF	TOTAL AMOUNT
District Supervisor	12	\$16.83	\$ 201.96
Equipment Operator III	240	\$32.90	\$ 7,896.00
Equipment Operator II	240	\$30.05	\$ 7,212.00
Equipment Operator I (2)	480	\$20.21	\$ 9,700.80
Truck Driver (T18) (2)	240	\$28.58	\$ 6,859.20

LABOR TOTAL **\$ 31,869.96**

EQUIPMENT TYPE	# HOURS	RATE	TOTAL AMOUNT
Hydraulic Mini Excavator	80	\$48.00	\$ 3,836.16
Vibratory Compactor (FEMA No. 8222)	192	\$24.09	\$ 4,625.28
Dump Truck (Triaxle) (2 Trucks)	96	\$65.00	\$ 6,240.00
Dozer (FEMA No. 8252)	240	\$153.35	\$ 36,804.00
Service Truck (FEMA No. 8840)	12	\$40.19	\$ 482.28
Water Truck (FEMA No. 8614)	240	\$35.84	\$ 8,601.60

EQUIPMENT TOTAL **\$ 60,589.32**

MATERIALS	UNIT COST	TOTAL QUANTITY	UNIT	TOTAL COST
No. 2 Stone (4 Inch Finish Layer)	\$10.00	2112.00	TON	\$ 21,120.00
Class 1 Rip Rap (8 Inch Base Layer)	\$9.00	4224.00	TON	\$ 38,016.00
24" Dia. HDPE Pipe Culverts	\$21.60	200.00	LF	\$ 4,320.00
36" Dia HDPE Pipe Culverts	\$38.20	100.00	LF	\$ 3,820.00

MATERIALS TOTAL **\$ 67,276.00**

SUBTOTAL **\$ 159,735.28**

GRAND TOTAL **\$ 159,735.28**

CULLMAN COUNTY ROAD DEPARTMENT

ESTIMATE FOR ROAD REPAIR/MAINTENANCE/CONSTRUCTION

As of: February 09, 2021

District

2

THIS ESTIMATE IS NOT A QUOTE AND IS TO BE USED FOR INFORMATION PURPOSES ONLY. DUE TO FLUCTUATION IN COST OF ROAD BUILDING MATERIALS AMOUNTS CONTAINED WITHIN THIS ESTIMATE CANNOT BE GUARANTEED.

PROJECT NAME / ROAD NUMBER:

STONEY LONESOME OHV PARK

SCOPE OF WORK: COUNTY FORCES CONSTRUCT TWO 24 FT WIDE ABUTMENTS AND TWO 14 FT WIDE ABUTMENTS AND ROADWAY APPROACHES CONTRACTOR SET/PLACE SUPERSTRUCTURE MODULES WITH CRANE	HOURS:	200	
			UNIT
	ROAD. LEN:	0.05	MI
	WIDTH:	24	FT
	BRDG SPAN:	48	FT
	THICK.	2	FT
	ABUT. HT.	10	FT

EMPLOYEE CLASSIFICATION	# HOURS	RATE	TOTAL AMOUNT
LABOR FOR BOTH 24 AND 14 WIDTH ABUTMENTS			\$ 60,150.00

LABOR TOTAL **\$ 60,150.00**

EQUIPMENT TYPE	# HOURS	RATE	TOTAL AMOUNT
EQUIPMENT FOR BOTH 24 AND 14 WIDTH ABUTMENTS			\$ 80,317.58

EQUIPMENT TOTAL **\$ 80,317.58**

MATERIALS	UNIT COST	TOTAL QUANTITY	UNIT	TOTAL COST
24 FT WIDE SUPERSTRUCTURE	\$84,200.00	1.00	LS	\$ 84,200.00
24 FT WIDE ABUTMENT	\$ 23,703.56	1.00	LS	\$ 23,703.56
14 FT WIDE SUPERSTRUCTURE	\$58,900.00	1.00	LS	\$ 58,900.00
14 FT WIDE ABUTMENT	\$ 18,166.89	1.00	LS	\$ 18,166.89
CRANE FOR SETTING SUPERSTRUCTURES	\$30,000.00	1	LS	\$ 30,000.00

MATERIALS TOTAL **\$ 214,970.44**

SUBTOTAL **\$ 355,438.02**

GRAND TOTAL **\$ 355,438.02**

**BUDGET / ENGINEER'S ESTIMATE**

Budget Date: 2/9/2021
Project No.: 668734

Project Name: Stoney Lonesome OHV Bridge
Location: Bremen, AL

Item	Description	Qty	Unit Price	Total Price
1	<p>The following is a Big R Rolled Girder Vehicular Bridge System ENGINEER'S COST ESTIMATE for the subject project. This ESTIMATE is intended for preliminary estimating purposes only and should not be interpreted as a final QUOTATION. The information presented is based on the most current data made available to Contech Engineered Solutions, LLC (CES). Prefabricated steel bridge superstructure with features as described below:</p> <p>Bridge Model: Site-Specific Modular Length: 48 ft (out to out girder dimension) Width: 14 ft (clear between rails) Design Code: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017 (ABDS) Live Load: HL-93 Design Vehicle Owner Vehicle: No Owner-Specified Vehicle Deflection: L/ 500 Number of Pieces: 2 (field bolting by others) Finish: Weathering SP7 Bridge Decking: Cast-In-Place Re-inforced Composite Concrete (by others) SIP forms are included Wearing Surface: Concrete (by others) Railing Type: TL-1 Design Rated; 12 Ga Thrie-Beam; Weathering Girder Mounted - Not Crash Tested Railing Height: 27 Inches - Vehicle Only Bearing: Contech Designed Bearings are included: Elastomeric Leveling Pads Preliminary Superstructure Weight lbs.: 24,300</p> <p>Shop drawings will be provided, signed and sealed by a Professional Engineer registered in the State of AL</p> <p>Special Considerations: - Top of 8 inch concrete deck to low steel dimension is: 37.5"</p>	1 ea.	Lump Sum Includes Freight	\$58,900.00
2	<p>1.5'x 2.5'x 16' Pre-Cast Concrete Bridge Sills The use of Contech pre-cast sills requires the buyer to determine suitability based on size of structure, seismic and soil bearing capacity a location of installation. Applied pressure at the sill is approximately 3700 PSF</p>	2 ea.	Lump Sum Includes Freight	\$14,200.00
3	<p>Sheet Pile Backwall 10 ga. Galvanized, Two at 19' long and two at 24' long</p>	1 set	Lump Sum Includes Freight	\$1,200.00



To ensure quality standards are followed, Contech holds the following certifications:

- In the United States we are certified under the AISC Quality Certification Program for Simple, Major and Advanced (ABR) Steel Bridges with Fracture Critical and Sophisticated Paint endorsements.

The estimated lead time for the submittal package is 4-5 weeks from the receipt of a signed purchase document and receipt of the required design and project information. Submittal lead times are subject to adjustment at time of order based upon current Engineering backlog. Approval review process is in addition to stated time frames. The current estimated manufacturing lead time for this material is 6-8 weeks. Manufacturing and delivery lead times are subject to adjustment at the time Contech is given approval to fabricate based upon production capacity and delivery curfews or other travel restrictions.

Dimension & Weight Disclaimer:

- All dimensions and weights listed in this proposal are approximate and are subject to change upon final design parameters and customer approval of engineered submittal drawings.
- Do not base the selection and/or mobilization of installation equipment off of approximate dimensions and weights.
- Final dimensions and weights will be noted on customer approved submittal drawings.

The following items are not included with this proposal:

- § third party inspections at any time during the project duration,
- § design, excavation and construction of bridge abutments,
- § anchor bolt design, supply and installation,
- § unloading and assembly of bridge at the project site,
- § supply and placement of reinforced concrete deck (if applicable),
- § site surveys, permitting or geotechnical evaluations,
- § any federal, state, county or local sales tax
- § approach rail, transitions, or terminal ends
- § expansion/sealed or compression joints,
- § UT or RT testing,
- § Skewed Ends
- § Bridge Grade
- §

Quote by: Tod Green
Bridge Consultant
Contech Engineered Solutions
(205) 306-3277
tgreen@conteches.com

Project No.: 668734
Project Name: Stoney Lonesome OHV Bridge

**BUDGET / ENGINEER'S ESTIMATE**

Budget Date: 1/27/2021
Project No.: 668734

Project Name: Stoney Lonesome OHV Bridge
Location: Bremen, AL

Item	Description	Qty	Unit Price	Total Price
1	<p>The following is a Big R Rolled Girder Vehicular Bridge System ENGINEER'S COST ESTIMATE for the subject project. This ESTIMATE is intended for preliminary estimating purposes only and should not be interpreted as a final QUOTATION. The information presented is based on the most current data made available to Contech Engineered Solutions, LLC (CES). Prefabricated steel bridge superstructure with features as described below:</p> <p>Bridge Model: Site-Specific Modular Length: 48 ft (out to out girder dimension) Width: 24 ft (clear between rails) Design Code: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017 (ABDS) Live Load: HL-93 Design Vehicle Owner Vehicle: No Owner-Specified Vehicle Deflection: L/ 500 Number of Pieces: 2 (field bolting by others) Finish: Weathering SP7 Bridge Decking: Cast-In-Place Re-inforced Composite Concrete (by others) SIP forms are included Wearing Surface: Concrete (by others) Railing Type: TL-1 Design Rated; 12 Ga Thrie-Beam; Weathering Girder Mounted - Not Crash Tested Railing Height: 27 Inches - Vehicle Only Bearing: Contech Designed Bearings are included: Elastomeric Leveling Pads Preliminary Superstructure Weight lbs.: 31,200</p> <p>Shop drawings will be provided, signed and sealed by a Professional Engineer registered in the State of AL</p> <p>Special Considerations: - Top of 8 inch concrete deck to low steel dimension is: 37.5"</p>	1 ea.	Lump Sum Includes Freight	\$84,200.00
2	<p>1.5'x 2.5'x 24' Pre-Cast Concrete Bridge Sills The use of Contech pre-cast sills requires the buyer to determine suitability based on size of structure, seismic and soil bearing capacity a location of installation. Applied pressure at the sill is approximately 4500 PSF</p>	2 ea.	Lump Sum Includes Freight	\$30,400.00
3	<p>Sheet Pile Backwall 10 ga. Galvanized, Two at 29' long and two at 34' long</p>	1 set	Lump Sum Includes Freight	\$1,700.00



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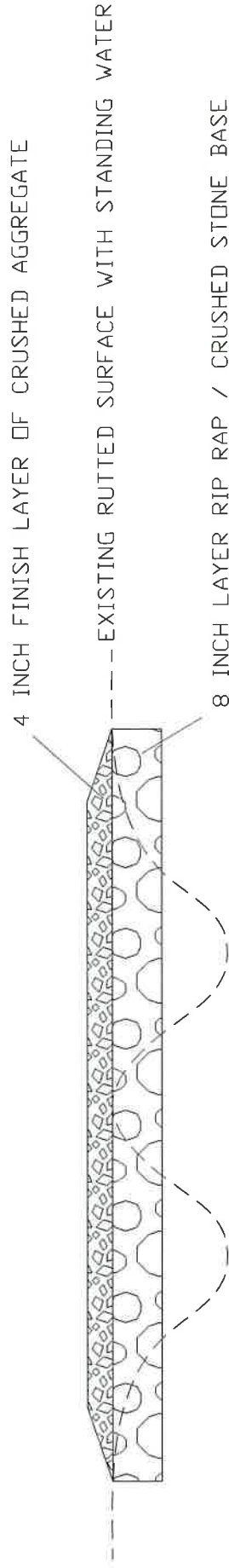
The following items are not included with this proposal:

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- § design, excavation and construction of bridge abutments,
- § anchor bolt design, supply and installation,
- § unloading and assembly of bridge at the project site,
- § supply and placement of reinforced concrete deck (if applicable),
- § site surveys, permitting or geotechnical evaluations,
- § any federal, state, county or local sales tax
- § approach rail, transitions, or terminal ends
- § expansion/sealed or compression joints,
- § UT or RT testing,
- § Skewed Ends
- § Bridge Grade
- §

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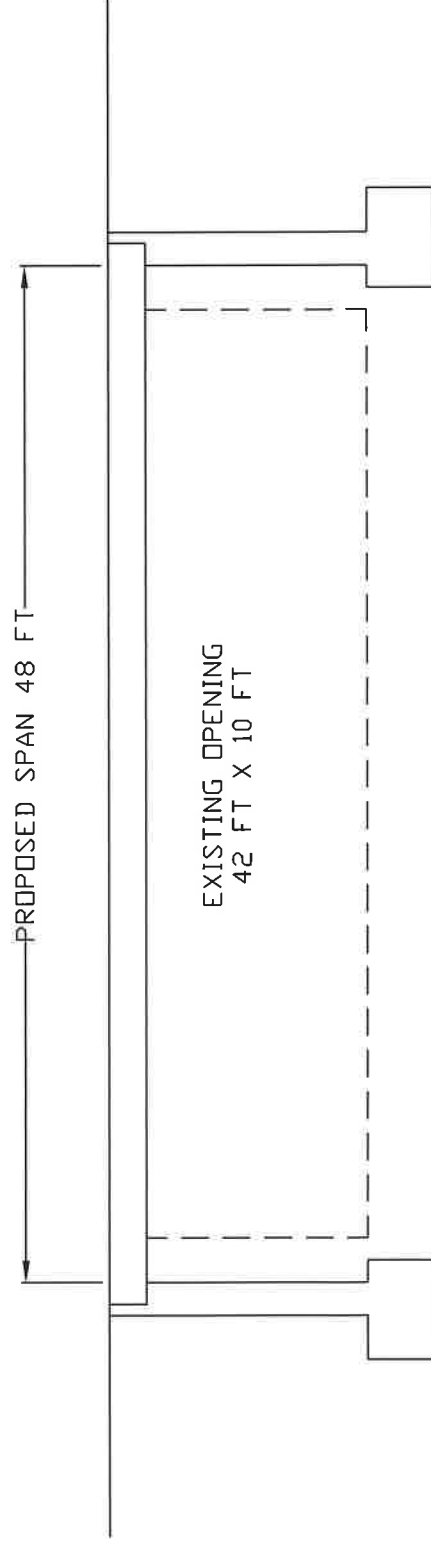
Project No.: 668734
Project Name: Stoney Lonesome OHV Bridge

TYPICAL SECTION TRAIL REPAIR
STONEY LONESOME OHV PARK
CULLMAN COUNTY, ALABAMA



10 FT WIDE ROAD BED WIDTH
DRAINED, GRADED, AND COMPACTED

PROPOSED BRIDGE REPLACEMENT
ENTRANCE ROAD OVER DORSEY CREEK
STONEY LONESOME OHV PARK



EXISTING BRIDGE SPAN IS 42 FT
10 FT CLEARANCE FROM BOTTOM OF STREAM TO BOTTOM OF STEEL BEAM
ONE PIER AT CENTER SPAN
SINGLE LANE FOR PASSENGER VEHICLES

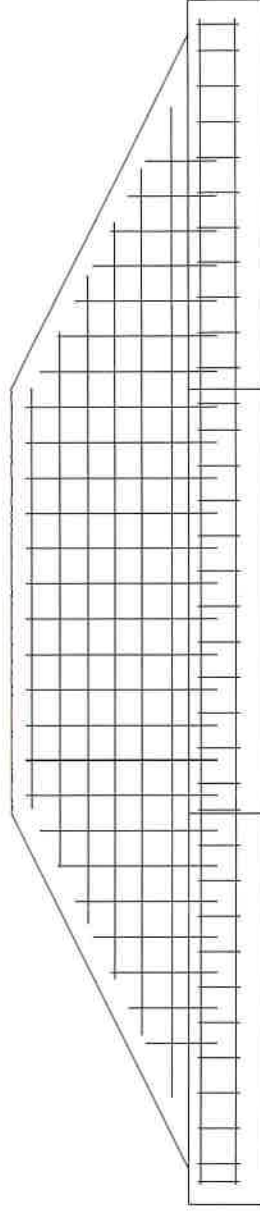
PROPOSED BRIDGE IS 48 FT SPAN
10 FT CLEARANCE FROM STREAM BOTTOM TO BOTTOM BEAM
NO PEIRS IN STREAMS
TWO LANE OF TRAFFIC FOR PASSENGER VEHICLES

1% AEP FLOOD: 3850 CF/S

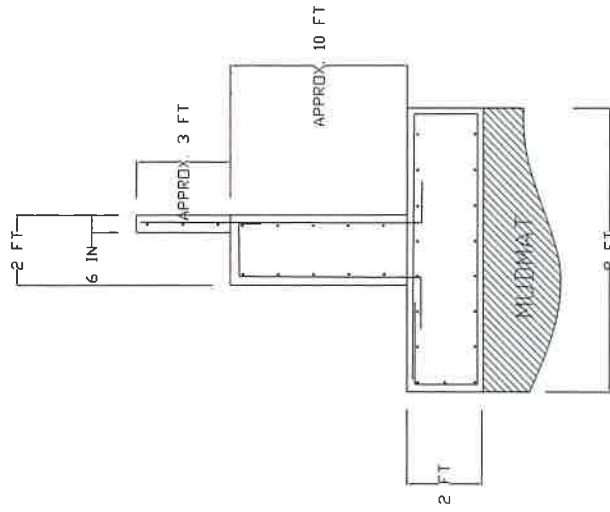
2% AEP FLOOD: 3290 CF/S

STONE LONESOME OHV PARK
TYPICAL ABUTMENT CONSTRUCTED BY COUNTY
CULLMAN COUNTY, ALABAMA

ABUTMENT WIDTH VARIES FROM
 14 FT TO 24 FT.



ALL NO. 5 BARS
 1 FT SPACING



PROJECT PHOTO PAGES



